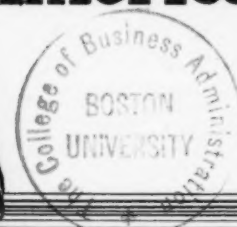


# Manufacturers Record

## Exponent America



\$6.50 per Year.  
Single Copy, 20 Cents.

Baltimore, Md.  
OCTOBER 20, 1927

## An Inspiring Illustration of What a Small Town Can Do.

Rarely have we published a more inspiring story of what a small country town can accomplish for its own material advancement and industrial development than the one we are giving in this issue on Geneva, Ala. Here is a little town of 2500 people, with the usual straggling houses, with nothing at first sight to indicate that it is any different from thousands of other places in the United States, unkempt, unattractive, country towns of small stores and very modest homes. But this little town has taught a lesson to other towns throughout the country. It has shown what they can do when the same leadership and same spirit is put into town development.

Perhaps the most impressive statement in the whole story is this:

"But it is Geneva's folks that make it different. Somehow, Geneva has less of that small town pettiness and jealousy that are the curse of so many communities, and doom them as watertank towns until they rise above them. This is evident even to the outsider. It is Geneva's history that her people pull together on everything that is for the town's good."

How strikingly this situation contrasts with the smallness and jealousy in many small towns and villages, for in thousands of places that spirit is in evidence, and it drives many enterprising young men and women out of such communities in order that they may get into a broader, cleaner, more wholesome atmosphere.

The facts presented in regard to the character of the employes in the industrial plants established in Geneva are likewise worthy of consideration. Among 130 women workers in one of the mills, there are four college and 40 high school graduates and there are none who have not completed the seven primary grades. Several are ex-teachers, who now earn more and find their duties lighter than formerly. All are natives of the county and all reside in the town or on adjacent farms. Many of these women employes earn more in the mill than their fathers earn in the operation of their farms. Only workers of the highest moral, educational and physical standard are employed. The result is that many are from the best families in that section. They are active in church work, most of them being Christians.

We commend to town officials and the business men and the women of every backward town in the country the inspiring lesson the people of Geneva have set before them. How many other towns will follow this wise example and completely change the social and business activities of the community and blot out the small, petty jealousies and criticisms which are the curse of so many towns?

# for Nixon & Phillips

*Lineville, Ala.*



## —two of them Model 3's . . . . .

THE first Northwest this concern bought was unloaded in 1923, five years ago. Then, as now, its simplicity made it easily understood and it was unloaded by a Ford mechanic.

Year after year Nixon & Phillips have added Northwests to their equipment until this spring a Model 3,  $\frac{3}{4}$  cu. yd., became a member of the fleet.

So satisfactory was its operation that when another small machine was needed there was no question about what it would be.

—there is no substitute for Northwest!

### NORTHWEST ENGINEERING CO.

*The world's largest exclusive builders of gasoline, electric and Diesel powered shovels, cranes and draglines.*

1733 Steger Bldg., 28 E. Jackson Blvd., Chicago, Ill., U. S. A.

# NORTHWEST

CRANES-SHOVELS CONVERTIBLE and DRAGLINES

MR10-20-Gray **Gasoline-Diesel-Electric**

Branch Offices:  
Northwest Engineering  
Company  
902 Morris Building  
Atlanta, Ga.  
2017 Linden Ave.  
Memphis, Tenn.

Agents:  
Ogden Machinery Co.  
17th Street & 1st Ave.  
Tampa, Fla.  
General Utilities Co.  
Norfolk, Va.  
John D. Turner  
231 Pioneer Bldg.  
Birmingham, Ala.  
The Clyde Co.  
300 Magazine St.  
New Orleans, La.



# Table of Contents

Baltimore, Md., October 20, 1927

An Inspiring Illustration of What a Small Town Can Do.....Cover Page

## EDITORIALS

Warning Against Germany's War Preparedness Activities.....	53
A Rabbi's Mistake.....	54
Meeting of Manufacturers Affords Great Opportunity for South and for Country....	54
The I. C. C. Cannot Afford to Prevent Extension of Piedmont and Northern.....	55
Baltimore Banking House Clears Away Fog Concerning Chicago Re-Discount Rate...	55
A Distinction Worth Noting.....	56
Is the Soul of the South for Sale?.....	56
The Spirit Needed to Encourage Industrial Interests.....	57
Ideal Condition for a Union Railroad Station in Baltimore.....	57
Not to Liquidate at Present.....	58
Bankers for Federal Control of Mississippi River Work.....	58
John Haslup Adams.....	58
A Bit of History As to Establishment of the Department of Commerce.....	59
Editors of Country Meet South in 1928.....	62
The Government Should Not Decide on Foreign Loans.....	62

## NEWS ARTICLES

Achievements of the National Association of Manufacturers....By John E. Edgerton	63
Power Development Studied in Its Relation to Southern Industry.....	67
Decentralization of Industry.....By Dr. Henry Mace Payne	69
Florida Power Corporation Completing \$3,500,000 Construction Program.....	70
Virginia Manufacturers Discuss Practical Problems.....	71
Pennsylvania Power Development to Cost \$30,000,000.....	72
Virginia Advances.....By Howard L. Clark	73
Southern Resort Hotel Which Steadily Grows in Public Favor.....	74
Sad Plight of Cotton-Growing Farmers in Africa.....	75
Alabama Town Sets Example in Industry and Co-operation.....By W. J. Baldwin	76
Industrial Survey of Florida Now Under Way.....By Nathan Mayo	79
\$20,000,000 in New Buildings at Oklahoma City.....	80
Boston Engineers Complete a Great Development Project in Florida.....	82
Increase Cotton Consumption, Thereby Increasing Production.....	83
Progress on \$2,000,000 Heyburn Building in Louisville.....	84
Adaptation As Well As Diversification Needed in Southern Agriculture.....	85
Great Printing Plant Turning Out a Wide Variety of Work.....	86
Business Man Protests Against Activities of Federal Council of Churches.....	87
Soil Improvement Crops of South Greatly Benefiting Agriculture...By C. A. Whittle	87

## DEPARTMENTS

News and Views From Our Readers.....	89	Mechanical .....	96
The Iron and Steel Situation.....	90	Construction .....	98
Railroads .....	92	Trade Literature.....	116
Good Roads and Streets.....	94	Industrial News of Interest.....	117
Textile .....	95	Financial News.....	120

## Manufacturers Record

RICHARD H. EDMONDS, Editor

PUBLISHED EVERY THURSDAY BY THE

### MANUFACTURERS RECORD PUBLISHING CO.

Office: Manufacturers Record Building, corner Commerce and Water Streets, Baltimore, Maryland  
Printing Plant, 8th Floor, Candler Building, Market Place and Lombard Street, Baltimore, Maryland

RICHARD H. EDMONDS, President; FRANK GOULD, First Vice-President; VICTOR H. POWER, Second Vice-President;  
I. S. FIELD, Secretary; J. ROBERT GOULD, Treasurer

#### BRANCH OFFICES:

CHICAGO, 11 South La Salle Street

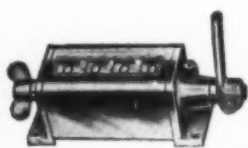
NEW YORK, 901 Singer Building

CINCINNATI, 323 Dixie Terminal Building

#### SUBSCRIPTION RATES:

\$6.50 a year (in advance); six months, \$3.50; three months, \$2 to United States, Mexico, Cuba, Porto Rico, Hawaii and the Philippines. For Canada add postage \$2 a year. For other foreign countries add postage \$5.50 a year. Back numbers, if available and not over one month old, 20 cents each. From one month to six months old, 50 cents each; over six months old, \$1 each. In ordering change of address, give old as well as new address.

MEMBER ASSOCIATED BUSINESS PAPERS, INC., AND AUDIT BUREAU OF CIRCULATIONS

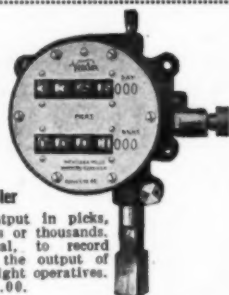


Large Revolution Counter

Registers one for each revolution, recording operations or output. Sets back to zero by turning knob. Cut about 1/4 size. With four figures, price \$16.00. Set-Back Rotary Hatchet type, \$11.50.

Duplex Loom Counter

Records output in picks, in hundreds or thousands. Double dial, to record separately the output of day and night operatives. Price, \$21.00.



Pay operatives for production-results, and they save on non-productive time. They make time count—on the dial of a VEEDER. They make it pay in recorded output. Results are in sight when you write for the Veeder booklet.

THE VEEDER MFG. CO. . . 17 Sargeant St. Hartford, Conn.

## TRADE "LEADITE" MARK

Registered U. S. Patent Office

**For Jointing Cast-Iron Water Mains**  
Saves at Least 75%

Leadite Tested and Used for Over 30 Years

Leadite Joints Improve with Age

The Leadite Co., Land Title Building, Philadelphia, Pa.  
See our full page ad second issue each month

# NO CAULKING

## ASHLAND FIRE BRICK

Stop hot, molten slag from gnawing at the vitals of your brick work and relining. Sized Ashland brick eliminates the danger of uneven corners and edges.

**ASHLAND FIRE BRICK CO.**  
Inc. ASHLAND, KENTUCKY 1886

## YELLOW STRAND WIRE ROPE

Expertly made of imported wire drawn from the finest steel in the world. Strong, elastic, durable. Get Catalog 85.

**BRODERICK & BASCOM**  
ROPE COMPANY

New York City

ST. LOUIS

Seattle

**O-S**  
Locomotive Cranes  
Flexible Tread Cranes  
Truck Cranes  
Gantry Cranes  
Power Shovels  
Clam Shell Buckets  
Orange Peel Buckets  
Coal Crushers

**ORTON** 608 S. Dearborn St.  
CRANE & SHOVEL CO. Chicago - Illinois

## "HERCULES" RED-STRAND WIRE ROPE

REG. U.S. PAT. OFF.

A safe rope because of its extra strength and toughness. An economical rope because of its great durability.

Made Only by

**A. LESCHEN & SONS ROPE COMPANY**

Established 1857

5909 Kennerly Avenue  
ST. LOUIS

New York

Chicago

Denver

San Francisco

**BLACK DIAMOND Files**  
willingly bear the brunt of constant usage

**G. H. BARNETT CO.**  
1278 Franklin Avenue  
Philadelphia, Pa. U. S. A.  
Dressed and Coated by the Best Machinery Available



Plain Clip for Wire Rope and lap joining round or distorted bars. Universally used and recommended.



*This Mark*

On a Casting

—means that it's made of Marion certified malleable iron, offering great resistance to shock, having high elastic limit, resisting oxidation, wears better, is free from slag holes, shrinkage, cracks, etc., and is not subject to fatigue or crystallization.

Certified malleable castings for every purpose

**The Marion Malleable Iron Works**  
Marion, Indiana



# Manufacturers Record

EXPONENT OF AMERICA

Devoted to the Upbuilding of the Nation Through the Development  
of the South and Southwest as the Nation's Greatest Material Asset

Trade-Name Registered in the U. S. Patent Office

Vol. XCII No. 16  
Weekly.

BALTIMORE, OCTOBER 20, 1927.

{ Single Copies, 20 Cents.  
\$6.50 a Year.

## A Warning Against Germany's War Preparedness Activities.

FROM a leading manufacturer of England come two statements regarding Germany which are of especial moment at this time, on the heels of the German professed advocacy of compulsory arbitration. In a personal letter to the editor of the MANUFACTURERS RECORD, this friend tells of German and Russian preparations for war, in which they appear to be acting in unison. In a clipping from the London Times, he gives a letter from General J. H. Morgan, defending Belgium against efforts by the German Commission of Inquiry to convict Belgium of atrocities of which Germany, itself, was the perpetrator.

Under the first head mentioned, this friend writes:

"A friend of mine has recently returned from Sweden. He tells me that Swedish factories are running night and day on German war material at the present time, while in Russia there are several poison gas factories engaged in manufacturing gases, ready for the next war, all of which factories are under German supervision and are being run on behalf of the German Government. Similarly, aeroplane factories are also engaged in Russia, specially on war work, on behalf of Germany.

"It is well that the American, as well as the British, public should know these facts, in view of the attempt now being made to persuade the English-speaking nations to disarm."

No one with knowledge of German character or with observation of Germany's present League of Nations activities and professed peace policies will doubt the accuracy and truth of these statements. Still crying, "Kamarade! kamarade!" Germany as a nation, as were its soldiers in the war, is watchful for opportunity treacherously to stab, or suffocate the nations which have accepted its "Kamarade" plea in good faith. All too soon is forgotten the characteristic German boast, "A treaty is only a scrap of paper."

And in the United States treacherous Germany finds many of its most valuable accomplices, unwitting accomplices though many may be. There are the sentimental idealists, who would "forget the war" and take Germany into the intimate family circle of decent, God-fearing, self-respecting nations. There are the demagogues, who plead for Germany, for their own selfish ends. There are the ignorant and deceived people who trust the words of these demagogues and swallow their virtually treasonable slush. There are "international bankers," who have an eye single to the almighty dollar, even though it be stained with blood. Finally, there are the Soviets who work with Germany, with the idea that after Germany has pulled their chestnuts out of the fire, they will turn and rend Germany, also.

The "peace without victory" which closed the last war had been followed by an overwhelming victory of Germany

in the peace period. First running deliberately into bankruptcy and defrauding and cheating its own people and other peoples out of unnumbered billions of dollars, Germany now, through the eleemosynary aid of honest nations, has risen to a foremost place among the prosperous nations of the world. Belgium, France and England still suffer privation and poverty and will suffer them for many years. Germany, having "kamaraded" itself out of its self-imposed bankruptcy, rides the wave of prosperity. And with characteristic German treachery it is using this prosperity in preparation for the next war, in which it is determined to win peace with victory.

As to German aspersions on Belgium, General Morgan speaks convincingly. He knows whereof he speaks, being regarded as one of the highest authorities on Germany to be found in England. He was a translator of a number of the German war books during the war which showed that the frightfulness perpetrated by the Germans in Belgium, France and Russia was part of the organized German war methods, in which the German officers were instructed. In part, General Morgan says:

"Quite apart from the evidence taken by the Bryce committee and by myself when attached to the A. G. staff of the original B. E. F., the German White Book was the most damning act of self-incrimination ever put forth by a Government arraigned at the bar of public opinion.

"Within the last month I have discussed the new German report with a distinguished Belgian occupying an extremely responsible official position, and he informs me that his Government have unimpeachable evidence that no fewer than 5000 Belgian civilians were shot in cold blood by the German Armies, particularly by the 12th Corps, as they blazed their way through Belgium during the first few weeks of the war. If I had any doubts as to the accuracy of his statement—and I have none—the admissions in the German White Book of 1915 would go a long way to dispose of them. And if I was puzzled in 1914, as indeed I was, to discover what motive the German Armies could have had for such barbarities—the ridiculous stories in the German White Book of little girls "of eight to ten years" cutting up, in the presence of several Jager battalions, German wounded with the contents of their mothers' work-box hardly supplied me with one—I found it when, serving in Berlin during the Kapp "Putsch," I saw scores of inoffensive German civilians shot down before my eyes by German troops in the Potsdamer Platz. What was done in Berlin in March, 1920, was done in Louvain, Aerschot, Andenne, Tamines, Jamoigne, Tintigny, and that field of blood Dinant, in the month of August, 1914, and for the same reason—namely, that the guiding principle of the old German General Staff in dealing with the civil population was to shoot people, not for things they had done, nor even for things they were likely to do, but for things that other and quite imaginary people might do.

"Most of us in this country, myself not the least, would, as The Times observes, gladly forget these things. They are haunting enough. But few of us, with the memory of the

noble utterance at the Menin Gate a few weeks ago of that intrepid spirit, sans peur et sans reproche, the King of the Belgians, still ringing in our ears are prepared to allow to pass without protest the revival of these foul aspersions upon an heroic little nation whose only offence was that she attempted to preserve the chartered inviolability of her soil, and in so attempting not only exercised a right but fulfilled a duty. For that supreme devotion she paid a terrible price, and there is surely something rather sinister, even ominous, in this reiteration of calumnies against her which were long ago disproved.

"I cannot forget, for this German report reminds me, that during the four years I served in Berlin after the war, although I had a great many acquaintances and some friends among the German people, I never once heard any admission that any wrong had been done to Belgium either by the violation of her neutrality or by the cruel acts which accompanied it. Contrition I did not expect to find, but regret I had hoped to encounter. The only regret I encountered was regret that the blow had failed."

False as this German attack on Belgium is, however, it may do some good; for, says General Morgan, such propaganda, if continued, "may sooner or later provoke a British Government to give to the world the appalling evidence, hitherto unpublished, which was collected by the Government Committee in 1918-19 on the conduct of the war by the German forces on land and sea." In justice to the nations of the world and for the enlightenment of present believers in German good faith and promises, we feel that this report should be made public at once, without further provocation.

We might add as of possible interest that at the Baptist World Alliance held in Stockholm four years ago German Baptist ministers in talking with American Baptist ministers defended the sinking of the Lusitania, one of the most diabolical crimes in all human history.

#### A RABBI'S MISTAKE.

**R**ABBI EDWARD L. ISRAEL of Baltimore, in an address a few days ago, is reported in the Baltimore Sun as saying:

"After criticising the MANUFACTURERS RECORD for 'raising the well-known cry of Red and Bolshevik, which is the last haven of hypocrisy, against the Federal Council of Churches of Christ in America,' etc.

Now, perhaps, Rabbi Israel may be thoroughly posted as to all of the operations of the Federal Council of Churches of Christ in America, but as no synagogue is connected with that organization we are rather inclined to think that he knows very little about it. Perhaps, also, he may not know as much about the Reds and Bolsheviks as he thinks he does, or as many well-informed people in this country fully know. It is a far cry at this late day, when the spirit of the Bolsheviks is spreading throughout the land, for Rabbi Israel to undertake to criticise the MANUFACTURERS RECORD, or any other publication, for making some of these facts known.

#### CARRYING THE SOUTH'S MESSAGE TO THE WORLD.

**A**RTHUR W. S. WISE, general manager for India of the International Correspondence Schools of London, acknowledging receipt of a copy of the Blue Book of Southern Progress writes:

"The book is intensely interesting and you are to be congratulated on such a useful compendium which must surely have taken much of your time, care and expense to compile.

"I shall have pleasure in passing it on to my friends to read and eventually of giving it a place in my library."

This is but one more illustration of the way in which the Blue Book of Southern Progress carries the message of the South to every part of the world.

#### ANNUAL MEETING OF THE NATIONAL ASSOCIATION OF MANUFACTURERS AFFORDS A GREAT OPPORTUNITY FOR THE SOUTH AND FOR THE COUNTRY.

**T**HE annual meeting of the National Association of Manufacturers, which will be held in Chattanooga next week, will bring together many of the foremost leaders of industry in America. Some of them know the South only by reputation, never having seen it for themselves. Some know it from personal study and from business connections with Southern buyers of machinery and equipment of various kinds. Here is an opportunity in which the advantages of the South will be brought directly before many of the foremost leaders in manufacturing in America. It is an exceptional opportunity for them, and it is equally an exceptional opportunity for the South.

Chattanooga will be the host of the convention, and there the delegates in attendance will be able to see something of the marvelous natural beauty of the mountain region of the South, and something of its material development as shown in the manufacturing interests of Chattanooga, and as illustrated in other lines.

But this is not enough. The leading cities of the Central South should make an earnest effort to induce these manufacturers to visit various points of interest and see for themselves the great progress of Atlanta, and Birmingham, and Macon, and Knoxville, and Nashville, and many other cities of outstanding importance who have much to show to these manufacturers, and who would be greatly benefited by a visit from them.

When the National Association of Manufacturers met in Atlanta many years ago, the people of Columbus, Ga., organized an excursion and took from Atlanta 100 or more of the members of that organization and their wives to Columbus, giving them an opportunity to see the industrial interest of that thriving city, and tendered to them a midday dinner handled by many of the foremost women of Columbus.

Similar expressions of hospitality might now well be shown to the members of the Manufacturers Association that they may not only learn of the South's material advancement and its matchless resources, but that they may be confirmed in all that has been claimed for the hospitality of the South. Here is an opportunity for the South to impress itself deeply upon the hearts and the minds of the delegates who will come from all parts of America to attend this Chattanooga meeting. This will be a great occasion, and it can be used to advantage in cementing the ties of friendship and of business relationship between the business men of the North, and the South, and the West.

It is to be hoped that manufacturers from all parts of the South, whether members of the National Association of Manufacturers or not, will attend the Chattanooga convention. Many of them not now members of that organization, should register there for membership. It is important that the manufacturing leaders of the United States, representing every line of industry, should see each other "eye to eye and face to face," and in this way build up friendships of limitless value to individual business interests, to the South and to the country at large.

Speaking for the South the MANUFACTURERS RECORD extends a cordial welcome to every delegate coming from other sections to Chattanooga to attend this convention. May their visit prove pleasant and profitable, and to those who have not heretofore seen the South, a revelation as to the beauty of its scenery, the hospitality of its people, and the vastness of its resources on which to build an industrial center greater than that of any other part of the world at the present time.



### THE INTERSTATE COMMERCE COMMISSION CANNOT AFFORD TO PREVENT THE EX- TENSION OF THE PIEDMONT AND NORTHERN RAILWAY.

THE adverse report of the Interstate Commerce Commission examiner, Haskell C. Davis, against permitting the Piedmont and Northern Railway Company to extend its line is so full of transparent sophistry that we cannot believe that the Interstate Commerce Commission will give favorable consideration to his report. Here is an electric railway whose owners are willing to spend \$15,000,000 to \$20,000,000 for extending the road to points where it is badly needed, and Mr. Davis objects merely because this would create competition with existing railroads. A tremendous development of vital importance to the Central South would thus be halted at the behest of competing railroads.

These roads have made a great blunder; it will be impossible for them permanently to prevent the building of this line, and their opposition has only served to increase the criticism and hostility of the public in that section against them. The road is an economic necessity, despite all the statements to the contrary, and its construction would be of enormous value to the public.

In the course of his report, the examiner took the ground that when the line was first built there was no suggestion relating to its proposed extension in the future. Even if that were true, it would have no material bearing whatever upon the question, except that, if it could be proved that the projectors originally intended to make the extensions now proposed, the Interstate Commerce Commission could not prevent the building of that line. But, how few railroads at their beginning decide exactly how many miles they will propose to build in the future? Is it to be supposed that every road is to be a corpse, instead of a live entity, constantly expanding its activities? We do not know whether the officials of the Piedmont and Northern Railway can prove by any documents that Mr. Duke definitely intended to carry out the present extensions, when he first planned the building of the road; but, we do know that it was generally rumored at that time that the ultimate destinations of these extensions would be just as indicated by the present desire of the company. In some way, that fact ought to be susceptible of proof. We happen to know that it was often talked of and that it came to this paper in the shape of rumors and reports to that effect.

The Piedmont and Northern and the other Duke interests have been such tremendous factors in creating the very business prosperity which gives to the other railroads a vast proportion of the traffic which they now have in the Carolinas, that this alone ought to have made them wise enough not to antagonize the proposed extension.

When Florida railroads protested to the Interstate Commerce Commission against the building by the Seaboard to Miami, we pointed out that they were making a serious blunder, that they would have served themselves and their State to better advantage if they had said, in substance, to the Interstate Commerce Commission: "We will welcome the coming of the Seaboard, knowing that the growth of Florida will ultimately create sufficient traffic for all of us, and knowing that the very building of the Seaboard to Miami will stimulate increased activities and benefit us and the whole State." They failed to utilize the great opportunity to win public favor and to advance the prosperity of Florida. In the same way the railroads which are opposing the extension of the Piedmont and Northern are missing a great opportunity. They could well afford to say to the Interstate Commerce Commission that the Carolinas are developing so rapidly that there will be traffic enough for all of

them and that the building of these extensions would increase the prosperity of these States and thus ultimately increase the traffic of all the railroads. In this way, they would have won public favor and have been credited as being managed by broad-minded men; as it is, they have aroused bitter resentment on the part of the public and shown a complete disregard of the psychological effect of winning public sentiment.

It should never be forgotten by railroad managers that the public is stronger than the railroads; that while for a time they may ignore public sentiment, eventually, in one form or another by hostility voiced in legislation, the public can force the railroads either into submission or into bankruptcy.

### A BALTIMORE BANKING HOUSE CLEARS AWAY FOG CONCERNING THE CHICAGO RE-DISCOUNT RATE.

AN exceedingly instructive and interesting comment upon the action of the Federal Reserve Board in recently directing the Federal Reserve Branch Bank at Chicago to reduce its re-discount rate from 4 per cent to 3½ per cent is contained in the October financial letter of Nelson, Cook & Co., old-established bankers of Baltimore. It is particularly timely because of many comments and hesitations of opinion concerning the incident. This firm notes, among other things relating to the matter, that there can be absolutely no occasion to find fault with the Federal Reserve Board at Washington in so far as its constituted legal right is concerned. Continuing, the letter says:

"We do not presume to judge the present incident, but if the supervisory power now vested in it were taken from the Federal Reserve Board at Washington, or seriously amended, the entire structure would be assailed and the very purpose of the Federal Reserve system impaired. The main purpose of the Federal Reserve system was to equalize the cost of money throughout the country; to do away with the harmful variation and severe discrepancy in rates which formerly existed. If a re-discount rate of 3½ per cent is justifiable at New York, at Boston, at Kansas City, it is unreasonable that the Chicago re-discount rate should be 4 per cent. It would be a fictitiously bolstered rate, and that is the very thing the Federal Reserve system was designed to prevent. \* \* \*

"Now, a bank in the Chicago district which is a member of the Federal Reserve system must re-discount with the Chicago branch of the system. But, the borrower does not deal with the Reserve system direct; so, a Chicago manufacturer or business man may readily borrow direct from a New York or a Boston or a Kansas City national bank, and in natural order of events his paper finds its way into the regional bank there. Therefore, the maintenance at Chicago of a higher re-discount rate than prevailed elsewhere was in direct opposition to the purpose for which the Federal Reserve system was organized, and impelled first grade borrowing to go outside of Chicago for its accommodations. Facts should not be confounded. The re-discount rate influences, but does not dictate, the local loaning rates for money. \* \* \*

"Chicago is certainly metropolitan, but Chicago banks often maintain a loaning rate higher than New York, and they were in this instance, perhaps naturally, opposed to anything that would imply the propriety of reducing their current rates. It must be borne in mind that the boards of the branch banks are composed of representatives of the member banks in each district, and their interest in the re-discount rate is not all unselfish.

"The petulant charge made by adherents of the Chicago Reserve Board that when New York lowered the re-discount rate to 3½ per cent it was done to accommodate London, is almost too peevish to notice. \* \* \*

"The re-discount rate has a definite influence on money rates, but indirectly, only, does it affect the current lending rate for money. Local money rates are gauged by the credit

and purposes of the borrower and not by the prevailing re-discount rate. Yet, it seems utterly incongruous that a 4 per cent re-discount rate should prevail at Chicago with the Treasury Department of the United States offering  $3\frac{1}{2}$  per cent securities for subscription and finding an overwhelming demand for them throughout the country. Bankers are entirely too prone to make a common error, namely, the inference that high rates mean bank prosperity and low rates the converse thereof. It is a deep-rooted idea in the minds of many bankers that a 6 per cent interest rate is a highly profitable one to their banks, while a  $4\frac{1}{2}$  per cent interest rate is unprofitable. To our mind the opposite of this is true. When interest rates are high, deposits are receding and security prices are low. When interest rates are low or normal, deposits are usually piling up, a bank's assets are enhancing in value, and there are many more opportunities for legitimate profit than possibly exist when there is an abnormal demand for funds.

"As we see it, the Chicago branch bank has not made out a very good case for itself and has unfortunately started a discussion of disputed authority which could readily lead to serious consequences through political attacks on the Federal Reserve system."

There is substantial food for thought in the observations of this Baltimore firm of bankers concerning the Chicago incident and it may furthermore tend to clear some foggy minds as to the specious attractiveness of high interest rates.

#### A DISTINCTION WORTH NOTING.

THE Philadelphia Ledger, referring to the fact that the William Cramp and Sons Shipbuilding and Engine Building Company, as a result of the disarmament conference and the breaking up of shipbuilding following that, has passed out of existence, thus comments on the launching of the last vessel to be built by that shipyard:

"When the decision was announced in April of this year, the firm had under construction three vessels, of which the Evangeline was the last. The passing of that steamer down the Delaware yesterday marked the passing of one of Philadelphia's oldest and most famous institutions.

"For 97 years this shipyard had built vessels for the United States Navy and the merchant marine. From its shops came boats used in Scott's landing at Vera Cruz, in the sea battles and blockades of the Civil War, in the new Navy of the eighties, in the wars with Spain and Russia and South American countries. During the last war 11,000 men worked on day and night shifts to build vessels for that struggle."

It is a tragedy to see a great enterprise of that kind, nearly a century old, once the pride of this country, pass out of existence. But are not the Philadelphia people in some way responsible for permitting this? When the disarmament conference threw the shipbuilding industry of this country into chaos, the Newport News (Va.) Shipbuilding and Dry Dock Company faced exactly the same situation as that which the Cramps had to meet. But Homer L. Ferguson, president of the Newport News company, with tireless energy and initiative determined to keep that plant in action. He immediately investigated possibilities for producing other things than ships, and he turned the plant into a varied line of manufactures, including the building of cars, of high-grade machinery, and doing other things which kept the plant together and its men employed. He determined that he would never say die. And so the Newport News Shipyard is today one of the great enterprises of the country and has recently turned out the largest passenger ship ever built in an American yard, has a contract for another of similar size, and will probably build a third for the International Mercantile Marine.

If the enormously wealthy people of Philadelphia had rallied to the Cramp Shipyard situation, possibly they might have carried it through to the present time, when there is once more a trend toward shipbuilding, and thus saved an institution which for nearly 100 years had been the pride of Philadelphia.

#### IS THE SOUL OF THE SOUTH FOR SALE?

IN expressing a few views upon the probable effect on the South of the identity of the Democratic candidate for President, next year, the MANUFACTURERS RECORD does not feel that it is entering into the field of partisan or factional politics, but rather is discussing the economic, the educational and the spiritual effect of such selection. Such effect, of course, will cover the entire country, but the South is especially involved and interested, in that it is the cornerstone of that particular political party.

Strong efforts are under way to persuade the South to accept Governor Al Smith of New York as the Democratic nominee—strong efforts, because in the hands of the South lies largely the deciding convention vote. Two arguments in particular are advanced in this effort: "Would you not rather win with Smith than almost inevitably lose with any other candidate?" and, "Smith, while a 'wet,' will compel law enforcement"—presumably, enforcement of the Volstead law, although that does not seem to be specified by Smith's friends.

To take the first argument, that the apparently anti-Smith South should prefer to win with Smith than to remain outside the White House: We do not believe that the South will sell its soul of Principle for a mess of opportunist political pottage. Better, far, for the South and the entire Democratic party to remain, for the present, a minority and "opposition" party than to support Smith simply as a means of getting into the White House. Estimable in many ways as he may be, Governor Smith is not of the type of man the South has been accustomed to choose or support.

Is the South to become the tail of Tammany Hall's kite?—a subservient adjunct to a business-political organization whose history has been smeared with the graft of Tweed and other leaders, to say nothing of the hundreds of lesser lights who have grown rich through shady, if not criminal, ways? Is the South to hand the nomination for the Presidency of the United States over to an organization under whose rule of New York City the "brass check" system was put into operation with the unfortunate women—mere chattels—in the wide open dens of vice?—many of these women, indeed, sent to this life by the "cadet system" and the "white slave" trade which flourished for long time under the Tammany rule of New York. "A man is known by the company he keeps." Governor Smith has been associated with Tammany Hall from, almost, boyhood; his rise to his present position was approved and sponsored and engineered by Tammany Hall; he is a product of Tammany Hall—the Tammany Hall of past years; he long has been intimate in Tammany councils and now is influential therein. Does the leopard change his spots? does the Tiger change its stripes?

Furthermore, what assurance can Governor Smith's friends offer that he will be elected and any other Democratic candidate will inevitably be defeated?

The second argument: "Governor Smith as President will enforce the law." At one time, New York had a Prohibition Enforcement law, to help, in that State, in the upholding of the United States Constitution and respect for the Volstead law. Under Governor Smith, that State law was rescinded and the Empire State of the Union now is regarded as arrayed against the Constitution and the national statutes. Like Governor Smith, Mayor Walker of New York City is a product of Tammany Hall and influential in its councils, and the other day Mayor Walker was quoted, in commenting on violations of a law closing cabarets at 3 a. m., as saying, in effect, that "if this law cannot be enforced, it must come off the books—I do not believe in having hypocritical laws on the books." That is, instead of saying boldly, as all national and lesser executives should say, "This is the law—it shall be enforced," Mayor Walker, if correctly quoted in a reputable



newspaper, is willing to abolish a law—and, he is a Tammany product. Logically, it might be assumed that Governor Smith as a Tammany product has been brought up on the same guiding principle.

In these remarks, there is not the slightest reflection on Governor Smith's personal and private life, or on his religion. They are applied to him as a public character, a high office holder and a possibility for nomination for President of the United States. We do not believe the South can be made to swallow Governor Smith. We earnestly pray that it will not. Moreover, we believe his nomination would be a disastrous blow to the Democratic party.

### THE SPIRIT NEEDED TO ENCOURAGE INDUSTRIAL INTERESTS.

**I**N an advertisement of the Texas Power and Light Company of Dallas there is a thought which every part of the South should take to heart. It is to the effect that in some sections public opinion, so far as manufacturing is concerned, is somewhat adverse. Further on, this advertisement says:

"Even the best people forget that it is the manufacturers who furnish employment to thousands of operatives and pay out hundreds of thousands of dollars in wages, and that these wages make it possible for the local merchants to do business, pay the taxes, carry on the schools, support the churches, etc.; and in these older sections of the country, where the mills have been established for so many years, many men who ought to be leaders in creating favorable public opinion are actually working to the adverse interests of the mills.

"There is none of that in Texas. Everybody in this great State wants industry. The State is fast becoming one of the greatest manufacturing and merchandising districts in the country."

There are some parts of the South in which, while public opinion may not be adverse to industrial interests, it is not as thoroughly in favor of them as it should be. Manufacturers do not like to settle in a community where there is any evidence of a spirit of hostility or criticism to industrial enterprises. They do not like to settle where manufacturers are referred to, as has often been the case, as "tariff hogs" and "tariff barons," and other terms of reproach. A man hardly cares to go into a community where he cannot freely express his convictions in favor of a tariff, or of any other economic problem, without being denounced in this way in local papers. And yet, hundreds of times, we have seen such denunciations in the newspapers of the country; it has been heard from thousands of political platforms, and sometimes from the pulpit itself, spoken by ministers who ought to have known a little more of the Gospel which they were supposed to preach than they know of economic questions which they discuss, and their ignorance as to these economic questions is generally as dense as a London fog.

### "BEWARE OF THE SWINDLER."

**T**HE National Founders Association, Chicago, offers this timely warning to holders of first class securities:

"The United States Government has announced a plan to redeem \$2,000,000,000 of Second Liberty bonds in November. The retirement of this issue will bring millions of dollars of cash into the hands of small investors, and swindlers are already on the trail to collect these millions from the hands of the unwary. Every employer should warn his workers against those who offer questionable securities paying a fabulously high interest in exchange for this cash. Employers should make every effort to prevent any of their workers from being swindled and should insist that they get in touch with their bankers, the local Better Business Bureau or their own employers when they are approached to purchase valueless securities."

### AN IDEAL CONDITION FOR A UNION RAILROAD STATION.

**M**ANY years ago Calvin W. Hendrick, a distinguished engineer, who built the sewerage system of Baltimore, one of the greatest engineering feats of the day, proposed a plan for the construction of a union station in the city. As the MANUFACTURERS RECORD has often advocated a union station, Mr. Hendrick was asked for some further information in regard to the plan he proposed, and in discussing that and some other matters in a letter to this paper he gives many interesting facts regarding the possibility of a great union station, and what Baltimore might have done in utilizing a peculiarly favorable opportunity for a municipally owned underground garage for the parking of cars. On these points Mr. Hendrick writes:

"You will no doubt recall that at the time I submitted this plan several years ago, it created such a public sentiment as to cause former Mayor Timanus to appoint a Union Station Commission of representative citizens to push the plan.

"The Pennsylvania and Baltimore & Ohio railroads not being then in a very prosperous condition, placed all kinds of difficulties in the way of the commission, but the commission did succeed in making the Pennsylvania railroad do away with the old wooden station, in which passengers had to cross several tracks on grade to get to and from the trains, and build the present station.

"At the time they submitted their plans for the station I stated that it was too small, and only postponing the evil day. In this connection, it is interesting to note that on my return to the city a few days ago and having to pass through the station it was so crowded I could hardly make my way.

"In studying the railroad situation for the city as a whole, I was greatly impressed at the possibilities of a union station at the point suggested. If nature and all the four railroads had worked together from the very beginning to the creation of a modern union station at this point, they could not improve on the layout, both as to grades and location of the tracks. You can set a most modern station down over the present tracks without having to change the grades or lines, and deliver both the incoming and outgoing passengers under cover and to the trains by overhead crossing. In all my experience I have never seen such a remarkable layout ready to be utilized; even the great traffic problem that is distracting city officials all over the country is amply provided for, as the station practically faces on two of the broadest avenues in the city, North and Mt. Royal, connected by a broad drive through the station.

"As you know the present Pennsylvania station delivers its passengers to Charles street, a narrow street with a double line of street cars, while the B. & O. station is down in a hole, requiring passengers to climb a long flight of steps to get to the street.

"The second story of the present two story union station is occupied by offices, and as the Pennsylvania railroad has offices scattered in numerous buildings, it would seem a good business move to bring them together by utilizing the first story, as well as the second.

"In the life of cities as well as individuals, there are opportunities and times to act, that mean success or failure, progress or standing still.

"In this union station suggested 21 years ago, Baltimore would have led the country in having one of the most noted stations, one which would have given all entering and leaving the city a most favorable impression.

"There was another opportunity in which Baltimore could have led not only the whole of our country, but countries abroad. That was in utilizing the improvement of the St. Paul park from Lexington to Center streets and between St. Paul and Courtland streets. Here was another case where nature had planned a modern solution for parking. Due to the difference in elevations between St. Paul and Courtland streets, I was able to plan in detail parking space under the park for 1000 cars, and not take away a single blade of grass, a bush or tree, that now exists. The result would have been that this space could today take 1000 cars off the congested business streets down town, and in addition create a revenue which would in time not only pay for the improvement but bring in a constant revenue to offset the loss of taxes from the large number of taxable buildings torn down to make the improvement. In submitting this plan I tried to bring out this feature as I did in submitting the Jones Falls improvement, which as you know has turned a very heavy

liability of the city into a valuable asset, in the way of eliminating twelve bridges, increasing taxes over a large area, and creating a broad drive on easy grades through the congested part of the city, and which can hardly carry the traffic at certain hours. Think what the traffic down town would be today if the Fallsway did not exist.

"Today some of the largest cities in this country and abroad are planning and are putting through these plans for utilizing the area under their parks, along the lines submitted for the improvement of St. Paul park, twenty years ago. It is too bad Baltimore could not have led, in place of following, as the city will have to do, and in the near future, as this traffic problem is the most serious one that Baltimore today is facing."

### NOT TO LIQUIDATE AT PRESENT.

A MEETING of the stockholders of the Amoskeag Company of Manchester, N. H., was held recently with a view to discussing the question of the liquidation of that company with all its vast operations. The MANUFACTURERS RECORD greatly rejoices that at that meeting it was decided not to liquidate at present, but to continue the operation of the great plants which have so long stood eminent in the textile world.

The Manchester plant is equipped with about 600,000 spindles, while other plants owned by the company give a total of about 800,000 spindles, with looms to match.

The liquidation of the plant would have been a disaster to Manchester, from which that city might never have recovered, for about 10,000 people are employed in the mills.

An editorial dispatch to the New York Times states that "The company has large quick assets, including some \$28,000,000 in Liberty Bonds, representing the accumulated surpluses of years past of large profits." Of recent years, however, the company has made but little money and in some years has lost very heavily and dividends have not been paid since 1922.

Many of the stockholders believed that by liquidating the company they would receive a large amount of cash, which could be invested safely and bring them good returns without the risk attendant upon manufacturing interests which have so often failed of recent years to be profitable. Minority interests, however, strongly opposed liquidation and the matter was left in abeyance for the present.

While the MANUFACTURERS RECORD is pleased at every evidence of progress in the South, it equally regrets any indication of retrogression or decadence of industry in New England or in other sections of the country.

The liquidation of a plant employing 10,000 people, which has been in operation for many long years, would be tragical and we hope the enterprise and energy of New England will be sufficient to avoid such a calamity to the thousands who would be left without work if this plant were shut down.

### BANKERS FOR FEDERAL CONTROL OF MISSISSIPPI RIVER WORK.

THE Investment Bankers Association of America in its annual meeting at Seattle, after a presentation by Governor Martineau of Arkansas of the damage caused by the recent flood and the reasons why investment bankers are particularly interested in that question because of the large investments their clients have made in that section, adopted the following resolution:

"Be it resolved, That the Investment Bankers' Association hereby recognizes and declares that the control of the flood waters of the Mississippi River and its tributaries is a national duty; that the loss of life and property resulting from periodical overflows seriously affects and impairs the economic welfare of this entire nation; and that the Government of the United States should take immediate steps to promptly, effectively and permanently deal with this pressing national problem."

### JOHN HASLUP ADAMS.

SOUTHERN journalism has sustained a distinct loss in the death of John Haslup Adams, editor of the Baltimore Sun, for many years active in newspaper work in that city, to the credit of his profession. Despite a long and painful illness, he continued active to the day of his death, and passed away virtually with pen in hand.

Back in 1890, in the days when the real newspaper man, like the poet, was "born, not made," Mr. Adams gravitated naturally into newspaper life, making his debut on the Baltimore News under the late Charles H. Grasty. His characteristic honesty embraced especially journalistic honesty, and honesty of purpose and of principle, of word and deed was conspicuous through his newspaper career, as well as his private life. He was a clear, concise thinker and writer, and always was the more convincing because his readers had entire confidence in his character and relied largely on his judgment. His ability and his character won him early promotion, and under Mr. Grasty as manager and Mr. Adams as editor the News became a power for good in Baltimore. On obtaining control of the Sun, Mr. Grasty took Mr. Adams with him and from that time Mr. Adams had continued a pillar of good journalism in the land.

In the hurly-burly and commercialism of journalism in the present day, men of Mr. Adams' type grow scarce. It will not be an easy task to fill his place with a man of the same great newspaper character.

### TOO MANY WASHINGTON BUREAUS TRYING TO RUN THIS COUNTRY.

ENCLOSING a clipping from a Boston paper, in which a cotton broker vigorously and properly denounced the recent report sent out from the Bureau of Agricultural Economics on the cotton situation that resulted in an immediate sharp break in the price of cotton, a well known geologist writes as follows:

"The U. S. Geological Survey has been trying to do the same thing, though more diabolically, to the manganese producers. I wonder what is getting the matter with the Federal Departments."

The Federal Departments or Bureaus in many cases are so obsessed with the belief in their own supreme knowledge and their ability to run the country according to their own views, without regard to the facts, that what the Bureau of Economics of the Department of Agriculture did to cotton other bureaus are from time to time tempted to do for other industries. We have entirely too many bureaus in Washington trying to run this country.

### IS BUILDING MATERIAL TOO HIGH?

A FLORIDA carpenter, writing to the MANUFACTURERS RECORD, in regard to the cost of building materials, says:

"And so with much other material which everybody thinks is down but is not. When building material goes to the price when the vendors of it can make a legitimate profit then people will build and not before. Only last week I purchased for a screen job 60 square feet of cypress and had to pay \$9.00 for that 60 square feet of common cypress, or 15 cents per square foot."

Is the view expressed by this carpenter correct in that building material is still too high and that if reduced to a fair profit to the sellers there would be greater building activity to the good of the material men as well as laborers?



## A Bit of History As to the Establishment of the Department of Commerce.

IN the review of the work accomplished by the National Association of Manufacturers as given in this issue by John E. Edgerton, president of that organization, reference is made to its successful advocacy of the establishment of a Department of Commerce, which was accomplished in 1903.

It may, perhaps, interest some of our readers to know that the suggestion for this department was made to the National Association of Manufacturers at its meeting in Chicago, in January, 1896, by the editor of this paper. At that meeting a lengthy letter setting forth the reasons why there should be established a Department of Manufactures and Commerce was presented and, in looking up the report of the meeting as published in this paper on January 31, 1896—and, by the way, we do not even remember the name of the correspondent who furnished this report—it was said that "a paper on a department of manufactures and commerce by Richard H. Edmonds, editor of the MANUFACTURERS RECORD, was introduced by Warner Miller of New York, which was most favorably commented upon, and a resolution was introduced by Col. A. L. Conger of Akron, Ohio, asking Congress to create a new officer of the Cabinet." It added:

"The following passage from Mr. Edmonds' paper created little less than a sensation when read in the convention, as it contains some statistics in regard to the extent of the manufacturing development of the country, showing the supremacy of manufacturing industry over agricultural products, which came in the nature of a revelation to many, as President Dolan and others had, previous to the reading of Mr. Edmonds' statement, referred to manufacturing interests as secondary to husbandry."

Merely for the purpose of contrasting the present enormous development of industry in this country with the figures of 1896, which so startled the members of the Association at that time, we are giving this letter in full.

After the reading of the letter, a resolution was adopted, appealing to Congress to establish such a Cabinet office. In the same issue were published a number of letters from United States Senators and Representatives, to whom advance copies had been sent, some strongly favoring the establishment of such a department and some strongly opposing it. Those who opposed it took the ground that there were already as many Cabinet officers as necessary, while others thought such a department would be of very great value in aiding in the development of our manufacturing and commercial interests.

Hon. John Sherman said: "We have already too many departments, and I see no reason why the Secretary of the Treasury may not in the future, as in the past, deal with such questions."

Senator Hawley said he had "very serious doubts about the wisdom of a new official boss for the manufacturing interests of the country. I do not see precisely where necessity for a dry nurse comes in."

Hon. William F. Draper, referring to the receipt of the pamphlet containing this letter, wrote:

"The letter is exceedingly interesting, grouping together a series of wonderful facts in regard to our industrial development. As to a new department, I have not given the matter sufficient thought."

Hon. John T. Morgan wrote that he would prefer to "establish in our Department of Agriculture a bureau of manufactures and commerce, including works of internal improvement."

Hon. James C. George said, while he had given the subject

no thought: "However, I am generally opposed to making any more offices."

These were some of the views expressed in opposition to the suggestion of the MANUFACTURERS RECORD for a Department of Manufactures and Commerce. On the other hand, some members of the Senate and House of Representatives expressed themselves as strongly in favor of it.

Senator William P. Frye, for instance, wrote strongly in favor of such a movement and in discussing the question of commerce said:

"We have no financial agencies of our own to assist us in this matter with other nations. Indeed, the field for improvement is an exceedingly broad one."

Hon. George W. Ray wrote:

"The only real objection that can be urged is that it adds another member to the Cabinet and increases the expense of conducting the Government of the United States. These objections, however, have no substantial merit. The increased expense will be amply compensated, and more, by the great benefits our country as a whole will derive from the establishment of such a department."

Hon. S. E. Payne said: "I think a department such as you suggest would be of great value."

Hon. C. W. Woodman expressed his hearty sympathy with any measure looking to the advancement of our manufacturing interests, and added: "I will at any time willingly co-operate with anyone who takes hold of the subject to the best of my ability."

Hon. M. D. Sperry said: "I have no doubt that such a department should be established in the interest of our country as a whole."

Hon. R. C. Shannon wrote:

"Your argument drawn from the comparative value and importance of the agricultural and manufacturing interests of the country is one of great force and should secure a favorable decision of the question if it ever comes before Congress. Convinced, as I am, that the great duty of our Government is to befriend and foster our own manufacturing interests in preference to those of other countries, and that every effort should be made to secure outside markets for our surplus products, I note with pleasure the valuable service you are rendering and wish you Godspeed in this all-important work."

Though the industrial progress of today is so far and away ahead of the situation in 1896, many of the facts set forth in the letter to the National Association of Manufacturers and some of the arguments presented in favor of a department of manufactures and commerce are of interest today. As a matter, therefore, of historic importance in connection with the work of the National Association of Manufacturers in bringing about the establishment of this department, which finally took the name of a Department of Commerce, we give the following letter as it was presented at the meeting in January, 1896.

(From Manufacturers Record of January 24, 1896.)

Office Manufacturers Record.

Baltimore, January 16, 1896.

To the National Association of Manufacturers:

The MANUFACTURERS RECORD desires to present to this convention, and generally to the manufacturers of the country, a few facts which grouped together may serve to emphasize

the importance of asking of Congress the creation of a Department of Manufactures and Commerce, the Secretary of which shall be a member of the President's Cabinet. These facts may also add some weight to the reasons why the industrial interests of this country should receive the highest consideration by all legislative bodies and by transportation companies.

The public has so long been accustomed to hear that agriculture is the basis of all our growth and prosperity that the manufacturing interests have come to be looked upon as of secondary importance. Agriculture has justly been recognized by the establishment of the Department of Agriculture, which is devoting its entire attention to this interest, covering every phase of it from the statistical reports of acreage and probable yield to the study of methods to open new markets throughout the world for the product of our farms. On the other hand, the manufacturers of the country have received scant recognition from the National Government, and every request made of Congress by manufacturers is by the public and a large portion of the press decried as a piece of impertinence, as though this industry were of trifling value compared with other business interests.

Probably nine people out of ten are under the impression that the extent and value of the agricultural products of the United States far exceed the value of the manufactured products. Instead of this being true, the total value of manufactured products in 1890 was \$9,370,107,624; whereas the total value of all agricultural products for that year, as reported by the statistician of the United States Agricultural Department, was \$3,800,000,000.

The growth of a great country like the United States cannot readily be comprehended except by a study of the aggregate results of the progress of a stated period, say of 10 or 20 years. Ten years is but a brief span in the life of a nation; but a study of the industrial history of this country during the 10 years ending with 1890, as shown by the census reports, will reveal a growth and expansion of which few persons would otherwise have any conception. Any attempt to estimate the future growth of the industrial interests of the United States, or to set forth the possibilities of the coming 10 years, as indicated by the wonderful advances of the last 10, would produce statistics that would probably be thought to have come from the brain of a visionary enthusiast. Without venturing any forecast, therefore, an attempt to point out the progress of the manufactures of the country in some directions in the last decade will be of interest. From this may be shown what production and achievement will be reached by A. D. 1900; if the rate of progress maintained from 1880 to 1890 should continue to the end of the century, leaving to the public the privilege of judging whether our

national progress will go on at a slower rate or as rapidly as in the past.

In A. D. 1880 the population of the United States was 50,100,000; in A. D. 1890, 62,500,000 people lived under the protection of the stars and stripes. The rate of increase was 24.8 per cent. During that decade we added to our population 12,500,000 people. What this means can be best understood by a comparison with the population of the leading cities of the country in 1890, as shown in the table herewith.

Thus the increase in our population between 1880 and 1890, as shown by these figures, was 3,300,000 greater than the combined population of every city in the United States of more than 100,000 population.

Starting in 1890 with a population of 62,500,000 and increasing at the rate of about 25 per cent every 10 years, we will add during the present decade nearly 16,000,000 people to the total of 1890, giving us by the year 1900 a population of over 78,000,000, and 10 years later, or only 15 years from the present time, we will round out with almost 100,000,000 inhabitants in this country, or just double the population of 1880. It is necessary to remember these facts in order to give consideration to the meaning of the statistics of our industrial growth and to enable us to form some conception of what the future has in store for the manufacturing interests of the United States.

Nothing else tells the story of the marvelous progress of this country between 1880 and 1890 so well as the statistics of our manufacturing and mining interests. In the magnitude of our manufactures we now lead the world, and the annual value of the output of our factories is, as already stated, nearly three times as great as the aggregate value of all of our farm products. In 1870 the total capital invested in manufacturing in the United States was \$2,118,208,000. By 1880 this had increased to \$2,790,272,000. Between 1880 and 1890, however, the increase was phenomenal, and the census of 1890 showed a total capital of \$6,524,475,000, or, in other words, the increase in capital invested in manufacturing between 1880 and 1890 was \$1,000,000,000 more than the total manufacturing capital of the country in 1880.

This increase in capital of \$3,700,000,000 is itself almost equal to the total value of the agricultural products of the country in 1890. The number of hands employed increased from 2,732,000 in 1880, whose aggregate wages in that year amounted to \$947,953,000, to 4,711,832 in 1890, with aggregate wages of \$2,282,823,000. It is a most striking fact that the wages paid to the employes in the manufacturing establishments of this country in 1890 were equal to two-thirds of the total value of the agricultural products of the country. If the details of our manufacturing progress be examined, it will be found that there has been a well-rounded growth. Every branch of industry has steadily made large gains. In cotton, in wool, in iron and timber and in all industries using these staples as raw material there has been a wonderful advance. The increase has been in the small and large industries alike. We are making more pins and tacks and building more great steamships; we are making more coarse cotton and woolen goods and producing more fine cloths and silks. Every branch of industry that comes between these extremes has grown proportionately. In 1880 the iron makers of the United States produced 3,781,000 tons of pig-iron, and as that was a gain of 100 per cent over 1870 it was regarded as a rapid growth. Our pig-iron producers are now turning out iron at the rate of nearly 10,000,000 tons a year, the actual increase over 1880 being almost twice as great as the total production in that year.

Keeping pace with manufacturing growth the mining interests of the country turned out \$856,000,000 worth of products in 1890, against \$369,000,000 10 years before. This gain touched every branch of mining. The production of coal rose during that decade from 63,800,000 tons, valued at \$95,600,000,

*Population of Leading Cities in 1890.*

Cities	Population
New York .....	1,515,000
Chicago .....	1,099,000
Philadelphia .....	1,046,000
Brooklyn .....	806,000
St. Louis .....	451,000
Boston .....	448,000
Baltimore .....	434,000
San Francisco .....	298,000
Cincinnati .....	296,000
Cleveland .....	261,000
Buffalo .....	255,000
New Orleans .....	242,000
Washington .....	230,000
Detroit .....	205,000
Milwaukee .....	204,000
Newark .....	181,000
Minneapolis .....	164,000
Jersey City .....	163,000
Louisville .....	161,000
Omaha .....	140,000
Rochester .....	133,000
St. Paul .....	133,000
Kansas City .....	132,000
Providence .....	132,000
Denver .....	106,000
Indianapolis .....	105,000
Total .....	9,200,000



to 140,700,000 tons, valued at \$176,700,000; of copper from 60,000,000 pounds, worth \$11,500,000, to 265,000,000 pounds, worth \$30,800,000; of petroleum from 26,200,000 barrels, worth \$24,000,000, to 45,000,000 barrels, worth \$35,000,000.

In that decade a new industry of vast magnitude was created. Twelve years ago electricity as applied to street cars, for power purposes of all kinds and for house and street illumination was a new thing. The electrical age was practically just commencing, and the aggregate capital invested outside of telegraphy was small. Now almost every town of any size has its electric railroad; streets everywhere are being lighted by electricity, and electricity furnishes power for factories, to run elevators and for many other purposes. Still we have scarcely seen the beginning of electrical development. Already, however, the capital invested in all branches of this industry—and nearly all invested since 1880—is estimated at \$1,000,000,000.

The facts which have been presented, covering the industrial progress between 1880 and 1890, are simply intended to give some conception of the actual progress of the industrial interests of the country. The magnitude of this advancement can only be realized when we sum up in this way what has already been accomplished. To attempt to go into the details of this progress, to show the growth of every branch of industry, to point out the special enterprises of great magnitude that have been undertaken, to outline even a few facts as to the wonderful growth of shipbuilding and other industries would be unnecessary in such a paper as this.

The United States is now the leading manufacturing country of the world. We have far outstripped all other nations in the magnitude of our industrial operations. It is almost incomprehensible that in 10 years the increase in capital invested in manufactures should exceed by \$1,000,000,000 the total capital so invested only 10 years before. That this capital rose from \$2,700,000,000 in 1880 to \$6,500,000,000 in 1890, and is now ten times as great as the aggregate capital of all the national banks of the country, is one of the wonders of the business world unequalled in history.

Notwithstanding the great decline in prices the aggregate value of the manufactured products of the country in 1890 was over 70 per cent greater than in 1880. It is hardly to be expected that the present decade should show an equal rate of growth, although a study of the whole country exhibits a very marvelous advance in all directions. But even should the aggregate gain be only as great during this decade as in the last, or \$4,000,000,000, the year 1900 would give us a total value of manufactured products of over \$13,000,000,000. Possibly this is more than we shall reach, but the same percentage of gain as from 1880 to 1890 would give over \$16,000,000,000. The same rate of growth in mining interests in this decade as in the last would make our mineral output in A. D. 1900 worth \$1,200,000,000, while a smaller percentage of gain only equaling in value the total increase in 1890 over 1880 would bring the figures to over \$950,000,000. If our coal miners add to the output of 1890 as many tons as they added to that of 1880, ignoring in this the percentage of growth, 217,000,000 tons will be the coal production of 1900. No other country in the world ever advanced in population and wealth and manufactures and mining as the United States has been doing for 15 years. The progress of the past shows no signs of halting. In fact, the development of our foreign and domestic trade and commerce and of our industrial interests is steadily broadening, and we are now preparing to make the world the market for our manufactured products. We have reached a point in our history where, as a nation, we cannot only care for our own rapidly expanding consumptive requirements, but where we can expect to gain a fair share of the world's trade.

Contrast our position and condition with that of Europe. With natural resources surpassing those of all Europe; with

wealth-creating possibilities in soil, minerals, timber and climate unequalled by Europe and practically without limit to their profitable utilization; with a homogeneous population of 70,000,000 people unvexed by the arbitrary regulations of half a dozen different governments and different laws and different languages and free from the drain of standing armies—the United States justly commands the wonder and admiration of the world.

Great Britain is no longer the manufacturing center of the world, for we have taken the foremost position in that line. Its vast iron and steel business is yearly increasing in cost of production, while ours is decreasing, and it cannot meet the world's growing demand for iron because it cannot materially increase its output. It makes less pig-iron now than it did 10 years ago. Much of its ore it imports from distant countries. Its cotton is all imported. It spends about \$750,000,000 a year for foreign foodstuffs. On the continent every nation is burdened with debt, and measured by their natural resources and advantages for continued growth, as against their debts and the many disadvantages under which they labor, the outlook is not cheering for the future. In all of them the cost of production and of living must increase. In the United States we have scarcely laid the foundation for our future greatness. In natural resources we are richer than all Europe, and we have barely scratched the ground in the development of our mineral wealth, while our agricultural growth cannot be limited. These facts may enable us to understand something of the amazing progress of this country, and thus seeing what we have done speculate in a general way on what will be accomplished by the end of the present century. We have a country of boundless natural resources, the greater part of which is comparatively thinly settled. There is unlimited room for expansion. New railroads can be built in many sections and find profitable business awaiting them; new mineral districts as rich as the best now being developed invite capital and energy. Irrigation is making fertile great areas of Western land that before was worthless. In the Northwest and on the Pacific Coast there is a marvelous advancement. The South alone has sufficient area and natural advantages to support a larger population than that of the whole country at present, and the development of that section will furnish a profitable opening for the surplus money and energy of the East and West.

We can form some idea of the industrial possibilities of the South and the reasons why the advancement of that section will inure to the enrichment of the nation when it is remembered that nature has concentrated into this section all of the raw materials—coal, iron, timber, cotton—which furnish the foundation for most of the world's manufacturing interests. Producing nearly three-fourths of the commercial cotton crop of the world, as this country now does, it has less than one-fifth of the cotton spindles in operation. New England and the South combined having 17,000,000 spindles out of a total of 86,000,000 in the world. While Great Britain is annually mining nearly 200,000,000 tons of coal, its entire coal area is one-third less than the coal area of the one State of West Virginia, Great Britain having but 12,000 square miles of coal, while West Virginia has 17,000 square miles. The great coal territory of the Appalachian region, stretching from northern West Virginia to northern Alabama, has been estimated to contain forty times as much coal as Great Britain had before a single mine was ever opened in that country. One-half of all the standing timber in America is in this Southern region. This section, so wonderfully blessed by nature, could, without overcrowding, be made to turn out a greater annual product of manufactures than the entire country now yields. The limit for profitable expansion is beyond the power of the human mind to grasp, and what is true of the South is true of a large part of our country.

We have reached a period in the history of the United

States and in the progress of manufacturing growth when expansion is necessary, and when we must begin to seek wider fields for the extension of our trade. Because of these conditions it would seem to be desirable that the manufacturing interests of the United States should at least receive from Congress the same recognition which was years ago granted to agriculture; namely, the creation of a Department of Manufactures and Commerce. Such a department could be made of incalculable value not only to the industrial interests, but to the entire business affairs of the country. This department, in connection with the State Department, or separate from it, should be in close touch with the consular service of the country, and every United States consul should be in effect an active agent for the study of ways and means to extend in foreign countries the market for American products. In opening new markets for the products of our factories, and in aiding in the development of our mercantile marine interests, and thus hand in hand building up industrial and commercial affairs, this work would be incalculably valuable.

The growth of our commercial relations with South and Central America and the West Indies brings into action new forces that tend to the upbuilding of this country. The completion of the Nicaraguan Canal will mark the beginning of the most active era in our commercial and industrial history, open to us the trade of the East with its 1,000,000,000 inhabitants and revolutionize the commerce of the world in our favor. History affords nothing with which to compare our marvelous advancement, and yet as amazing as has been the progress of the last 10 years, the coming 10 years will show a still greater advance.

Because of these facts the MANUFACTURERS RECORD submits these statistics and the suggestions contained herein to the consideration of this convention and of the manufacturers of the country at large. I am,

Very respectfully,

RICHARD H. EDMONDS,  
Editor and General Manager.

#### EDITORS OF COUNTRY MEET SOUTH IN 1928.

**N**EXT May the National Editorial Association is to hold its annual convention at Memphis, Tenn. Upon receipt of this announcement the editor of the MANUFACTURERS RECORD wrote H. C. Hotaling, executive secretary of the Association, St. Paul, Minn., that he wished the meeting had been held this year, so the visiting editors from all parts of the country could pass down through the flooded districts and on to the Mississippi Sound coast and from there to Florida. Since the Association made a trip to Florida a few years ago much progress has been made in that State. Now the South is the center of the nation's thought. Business men everywhere are beginning to realize that the South is the coming section of America and that its development means the enrichment of the whole country. In reply to this suggestion, Mr. Hotaling writes:

"It is our intention following our visit to Memphis next May to visit the flooded districts, and we hope to have Mr. Herbert Hoover with us to tell us about the plans for future protection from such disasters."

We do not believe that Mr. Hotaling was waxing sarcastic in hoping to learn something of the plans for the protection of the Mississippi flood districts by May, 1928. We will do a little hoping on our part; and hope that by May, 1928, the Government will have progressed toward a solution of the problem of the Mississippi, so that real, constructive plans can be officially presented to the editors of the country when they visit the flood districts. It seems too much to hope that by next May actual protective work will be under way, judging by the delay so far experienced.

#### THE GOVERNMENT SHOULD NOT DECIDE ON FOREIGN LOANS.

**W**HEN the United States government, through the State Department, undertakes to decide as to what countries and for what purposes American money shall be loaned to other nations, it takes a step dangerous for our future. In this movement it practically puts its stamp of approval, and it might be said, governmental endorsement upon these loans.

In the event of the failure of these borrowing countries to meet these obligations, it would throw upon this country a moral, if not a financial responsibility to protect investors, either by assuming these obligations, or else by compelling the borrowing countries to repay the money they have secured.

When American bankers, on the other hand, take loans without any governmental responsibility, they and their clients take the risk and the American government does not become involved in the transaction. However, with the State Department deciding what loans can be made and what must not be made, it assumes a responsibility never given to it by Congress and entirely contrary to the best interests of the United States.

If our bankers and investors feel disposed to risk their money in these foreign securities, that is their outlook, but when the government decides on these loans, it becomes practically an act of the Federal government in assuring their safety. In this way we could easily become involved in every political squabble in Europe or other countries, and in attempting to safeguard the money of American investors, we might have to undertake to do it through the power of the Army and the Navy. We are thus tying ourselves up diplomatically into situations from which we should, as a nation, be absolutely free.

A few weeks ago a Boston banking house assumed the responsibility of returning to clients \$800,000 which had been invested through them in a coal proposition which had not worked out successfully. They stated that they preferred to lose this money themselves than to have their clients lose it. We wonder how many American bankers, who are encouraging their clients to pour millions and even billions into foreign investments, would ever feel any sense of responsibility of restoring to clients every dollar thus invested if these loans should not prove good. That is a question which the bankers and the clients can decide between them, but under no conditions whatever, so far as we can see, is this government justified in taking part in these operations.

#### GRATIFYING RESULTS.

**J. F. MEHLEK**, sales department of the Titusville Iron Works Company, Titusville, Pa., in the course of a letter commending this paper for the publication of Frank A. Goodwin's address, writes as follows:

"The Titusville Iron Works Company has been advertising in the MANUFACTURERS RECORD for some time in the past and our results from this advertising have been very gratifying. The general high caliber of the articles appearing in the MANUFACTURERS RECORD makes it a very interesting magazine and we always await with interest the next copy that we are to receive."

**A**S far back as 1887, says the Louisville Herald-Post, 401 convicts in the penitentiary at Nashville "signed a petition asking the people to vote for the adoption of the Prohibition Amendment in Tennessee." Those men knew by sad experience of either themselves or others that the path of John Barleycorn leads to the penitentiary, or the madhouse or the grave.



# Achievements of the National Association of Manufacturers.

*Written for the Manufacturers Record by John E. Edgerton, president of that organization.*

Great crises are always the fathers of the men and the measures that bring about their alleviation or cure. Just as this is true of emergencies that threaten the political life of a people, so is it true of situations that jeopardize their industrial life.

It was a crisis of far-reaching and devastating effect that gave birth to the National Association of Manufacturers 32 years ago.

In 1893 and 1894 the entire country was strangling in the tentacles of a financial and industrial depression the like of which had never been known in our history. The Wilson tariff-for-revenue-only bill had been enacted into law. It was an uneconomic measure. It immediately brought on national dislocation, quenched the fires of industry and stilled the hum of machinery everywhere in the land. Hardly a home in the nation failed to feel the blight. And then good old Necessity, ever a prolific mother, stepped into the breach.

Down in Atlanta was a magazine called the Dixie Manufacturer, published, as its name implies, for manufacturers. Its editor, Thomas H. Martin, was of the same political faith as the author of the disastrous bill. But, in a strong editorial, he voiced the opinion that the situation, dire as it was, was not irremedial. He submitted the logical thought that as the country was filled with men who had organized great industries, these men should be brought together in a common endeavor to organize a way out for the country. His suggestion was inspired by the great desire to be of national help.

Thomas P. Egan, president of the J. A. Fay and Egan Company of Cincinnati, read that editorial. With far-reaching vision and renewed faith in his country and his industrial associates, he personally took up the suggestion. He sent hundreds of letters to industrial and business men in all parts of the country, inviting them to meet and consider the grave national problems. Accordingly, 383 of the constructive minds of industry responded, impelled by the emergency of national disaster, and met in Cincinnati, January 22, 23 and 24, 1895.

Mr. Egan presided. Without rhetoric or passion he painted a true picture of the depression that was gripping the nation, and the misery of its workers. The country was beset not only from within but from without, for the other great commercial nations of the globe were taking the bulk of our trade. Great Britain had opened the Suez Canal and brought the fabled markets of India and far Cathay 10,000 miles closer to her shores than they were to ours. Her commercial fleet had run the famous American Clipper ships off the seas. International commerce was becoming dead history with us. And, as if to rivet his declarations, Mr. Egan quoted an address made by the chairman of the London Board of Trade, who referred to the Wilson tariff bill in these words:

"We thank the great American, the Hon. Mr. Wilson, for our prosperity. He has lighted our fires and made our artisans busy at increased remuneration and wages, and has done more for England than the greatest Englishman of our century."

The guest of honor was the Hon. William McKinley, then

Governor of Ohio and later President. Mr. Egan referred to Governor McKinley as the "author of the great McKinley tariff bill under which the whole United States prospered as never before." Governor McKinley gave a vivid analysis of the whole situation, pointing to the fact that this was a nation built great through its industry and its industries, and that upon the substantial life of these depended the life of the nation, manufacturing, commercial and agricultural industries. He declared:

"We want our own markets for our own manufacturers and agricultural products; we want a foreign market for our surplus products which will not surrender our markets and will not degrade our labor to hold our markets. We want a reciprocity which will give us foreign markets for our surplus products, and in turn that will open our markets to foreigners for those products which they produce and which we do not. May you be able to devise some plan to improve our industrial situation and start this great country once more upon its march of triumph and for the welfare of our own people and for the good of mankind everywhere."

Putting aside all circumlocution, a permanent organization was formed and called the National Association of Manufacturers. A general statement of principles was adopted as follows:

1. To the largest possible extent our home markets should be retained and supplied by our own products and our foreign trade relations should be extended in every direction and manner not inconsistent therewith.
2. The principle of reciprocity should be embodied in national legislation, in accordance with the requirements of equity, so that reciprocal trade relations between the United States and foreign countries may be developed and extended as far as practicable.
3. Believing that ships sailing under the flag of the United States should carry our entire maritime commerce, and in view of the injury thereto by subsidized foreign shipping, we declare in favor of a judicious system of subsidies in order to complete the restoration of our merchant marine.
4. The Nicaraguan Canal being essential to the commerce of the United States, and of national importance, we favor its construction and operation under the control of the Federal Government.
5. Our natural and artificial waterways should be improved and extended by the Federal Government to the full needs of commerce, connecting the Great Lakes with the rivers of the Mississippi Valley and the Atlantic Seaboard.

That was 32 years ago. The platform was national. It was for the whole country. It was for all industry—men and management—and management was trying to keep the factories going and the men at work. There was no antagonism to labor, direct or indirect. It was not until eight years later that the association was forced into a position where it consistently opposed the unjust discriminations and exactions that organized labor sought to impose. In 1903 the attitude of the association crystallized in the adoption of labor principles, which marked the first declaration by a representative national body for the open shop as a cardinal policy of American manufacturing.

The first great effort of the association was the calling of a Reciprocity Convention in Washington. This resulted in removing many of the restrictions that had fettered our foreign trade. The association, however, reached beyond the matter of reciprocal trade relations which, however disadvantageous in maladjustment, were but a detail in the entire scheme. It went on record as calling for the establishment of a non-partisan tariff commission which would take the

## Officers and General Staff, National Association of Manufacturers.

NATHAN B. WILLIAMS, *Associate Counsel*JAMES A. EMERY, *General Counsel*HENRY ABBOTT, *Treasurer*J. LEWIS BENTON, *Assistant to President*Mrs. MARGUERITE BENSON, *Director Women's Bureau*JOHN E. EDGERTON, *President*FRANK F. PORTER, *Manager Membership Dept.*GEORGE S. BOUDINOT, *Secretary*D. M. EDWARDS, *Publisher*W. M. BENNEY, *Manager Trade Dept.*NOEL SARGENT, *Manager Open Shop Dept.*



work of tariff making out of the hands of politicians and establish it on a plane of scientific endeavor by entrusting the work to men qualified by training, experience and study to do it properly.

It worked in season and out for the extension of the home markets and our foreign trade, and as indispensables of these aims it sought the enactment of legislation for the creation of the office of Secretary of Commerce, the reform of the consular system, improvement of the country's waterway system, and the restoration of the American flag to the seven seas.

To recite the measures advocated and striven for by the association through its 32 years of existence is to call the roll of the constructive ideas and reforms that have made the last quarter century one of the most notable in American history for its social, economic and industrial progress. A recapitulation of outstanding performances may be mentioned here, such as:

Its unremitting campaign for the construction of the canal across the Isthmus of Panama, a project now complete and on a self-sustaining basis, the successful advocacy of the establishment—accomplished in 1903—of a Department of Commerce; its signal success in the extension of our foreign trade, for the particular assistance of which the association maintains a large foreign trade department, with correspondents in all sections of the world; its constant insistence on the strengthening of our consular service, which had for years been one of the weakest arms in our body international; its successful campaign for the establishment of a parcels post service, now doing a business for the Government running into millions of dollars; its foremost activities for the development of an American merchant marine, constructed, owned and operated by Americans; its constant appeal for improvement in our immigration policy and methods so that, above all, the future citizenry of the country will be the all-important consideration; its repeated efforts for the adoption of a permanent forestry policy looking to the preservation and control of our forests; its continual fight to uphold the constitutional right of a man to work where he pleases, irrespective of membership or non-membership in any organization; for the improvement and inter-relation of our great transportation systems, land, water and rail; for the development of international freight transportation; for improvements in our harbors and inland waterways; for the stabilization of private employment relations; for the reclamation of arid land by irrigation developments; for the equalization of the burdens and responsibilities of all corporations under the law, and for the industrial betterment, health and safety of employees, expert advice being provided on such subjects as employers' liability, workmen's compensation, insurance, accident prevention devices, shop organization for safety and industrial hygiene.

Besides these specific illustrations of the spirit behind the organization, the association has reached into the broader field of national business administration. Firm in the conviction that it was an obligation on the part of every successful manufacturing and business man to give his best advice and counsel to those running the nation's business, the association in 1920 suggested the formulation of a Platform of American Industry. This was in keeping with the universal cry for "more business in government and less government in business." Accordingly, 58 prominent men from all parts of the country, assembled on a strictly non-partisan basis, met and framed a platform. This was submitted to both the Republican and Democratic parties merely as fundamentals which these men believed should appeal to any party looking to successful conduct of the country's affairs.

This platform effort was repeated in 1924 and is being repeated again for 1928. This year a Committee of One Hundred has been brought together. At their organization

meeting the following titles for planks were decided upon:

1. Government and Business.
2. Taxation.
3. Regulation of Combinations.
4. Employment Relations.
5. Transportation.
6. Immigration and Naturalization.
7. International Relations.
8. Tariff.
9. Foreign Trade Policies.
10. Merchant Marine.
11. Federal Reserve Bank System.
12. Waterways Development.
13. Flood Control.
14. Agriculture.

The platform will not be limited specifically to these titles. Other subjects will be included and grouped under the most appropriate classification.

To give an indication of the substantial character of the men engaged in this work, the members of the Drafting Committee are:

William Butterworth, president, Deere & Co., Moline, Ill., chairman.

George M. Verity, president, American Rolling Mills, Middletown, Ohio.

Newcomb Carlton, president, Western Union Telegraph Company, New York city.

W. B. Baker, president, Atlantic Ice and Coal Company, Atlanta, Ga.

A. T. Waterfall, vice-president, Dodge Bros., Detroit, Mich.

E. E. Loomis, president, Lehigh Valley Railroad Company, New York city.

John H. Puelicher, president, Marshall and Ilsley Bank, Milwaukee.

A. H. Mulliken, president, Pettibone-Mulliken Company, Chicago.

Sidney J. Jennings, president, U. S. Fuel Company, Salt Lake City.

Allen R. Mitchell, Jr., Allen R. Mitchell Company, Philadelphia.

Frederick C. Hood, president, Hood Rubber Company, Watertown, Mass.

James A. Emery, general counsel of the Association, will act as counsel to the various committees.

Coincidentally with the formulation of the Platform of American Industry, the association undertook an effort to arouse general interest not only in the platform but in voting, through a "Get Out the Vote" campaign, which it carried on widespread in 1924 and which it will repeat next year.

Facing the fact that interest in national elections had dwindled to a menacing point, the association entered upon a campaign to induce all eligible voters of the country to go to the polls and vote. "Vote as you please, but—Vote!" was the national slogan devised by the association and turned into practical value in a red-white-and-blue sticker. This, and a pamphlet, showing the decadence of the voting interest, were distributed all over the country. The association made its own appropriation and carried the entire cost. Something approaching 25,000,000 pieces of literature were sent out and millions of these were distributed through such organizations as the American Legion, the Boy Scouts and numerous State branches of the League of Women Voters. Something like 3000 organizations and individuals co-operated with the association and received material from it. As the result of the national campaign the voting percentage was raised from 49.1, a minority vote, in 1920, to 52.1, a majority, in 1924.

With a world-wide interest, the association in 1921 called a convention unique in the history of the conventions of this or any other similar association in this country. The event was the Conference of Ambassadors, Ministers and Charges d'Affaires on World Trade, the sessions of which were held in connection with the convention and attended by the diplomatic and trade representatives accredited to the United States from some two score nations. The distinguished men from foreign nations were the guests of the association from the time of their departure from the national capital until

their return and the meeting was the first occasion in the nation's history where so many diplomatic representatives of foreign nations had assembled at one time in this country in an unofficial business conference. Coming at a time when the World War had left so many unsettled trade and financial problems for solution, the conference was rightly regarded as of international significance.

The National Association of Manufacturers is the largest national trade body representing manufacturers of all classes. It is the recognized national organization voicing the opinion of manufacturers on subjects of common industrial and commercial importance.

While functioning as a national body, the leaders of the association realized the value of work on a decentralized basis and inaugurated campaigns for the organization of State manufacturers' associations. Their efforts were rewarded by the formation and development of many such organizations, and to co-ordinate their efforts, thus eliminating unnecessary duplication of effort, the National Industrial Council was organized by the association. This body embraces in its membership more than 300 local, State and national trade associations. The organization of the council was followed some years later by the organization of the National Industrial Conference Board, in which the association collaborated with a few other bodies. The formation of this board was prompted by the necessity for a research agency for the collation of data requisite to intelligently carry on the work of the association. And, with a similar broad interest, the association had an active part in the organization of the United States Chamber of Commerce.

There was vital need 32 years ago for this Mother of Associations. There is an even greater need of it today. When the association was organized there were about 200,000 manufacturing establishments of all kinds in the United States, with an aggregate invested capital of \$8,000,000,000. Today the number has risen to 300,000 manufacturing plants with a total invested capital of \$45,000,000,000.

In 1895 the country's manufacturing plants employed 4,000,000 workers, to whom were paid wages aggregating \$2,000,000,000, or an average of \$500 per worker annually. Today the wage-earners in industry number 9,000,000 and their aggregate wages are more than \$10,000,000,000, or an average of above \$1100 a year per worker.

In 1895 the factories of the country consumed materials costing \$6,000,000,000, and the total value of their manufactured products was \$11,000,000,000. Today raw materials used in manufacture aggregate \$40,000,000,000, and the manufactured product is valued at \$70,000,000,000.

So great a development of the nation's industry could not have resulted from any haphazard system. It could have been the fruit only of the organized work of industrial leaders synchronized to utilize the great natural resources of the country to the end that the finished product of the highest quality might be supplied to its markets and the markets of the world in unstinted measure.

### Revision of Wiring Materials Standards.

Arrangements have now been made for the development and revision of specifications and standards for electrical devices and materials with relation to fire and casualty hazards, under the procedure of the American Engineering Standards Committee and the sponsorship of the Underwriters' Laboratories.

The index of the well-known "List of Inspected Electrical Appliances of the Underwriters' Laboratories" may be taken as a description of the classes of appliances intended to be covered in the present important undertaking.

### "My Opinion of the Southern States," As Given by an Eleven-Year-Old Boy.

*Editor Manufacturers Record:*

I think that the South offers more to the average working man than any group of States in the Union. The South has a warm, mild climate the year round, its cities are built for the growth which has been going on for the last several years. Its natural resources are unlimited. The very thought that you are living in the South is an inspiration to go ahead and make a success of life and business. You can take a vacation without leaving the city you live in, in as many different ways as are possible. In winter you don't have the work of clearing snowdrifts off the walk, or getting up early to fix the furnace.

They are the greatest health-building States in the United States. They are the States where the farmer can plant two crops a year and make double the amount of money he would elsewhere. The best oranges and citrus fruits are grown in the South. Even California, with all its boasts, can't touch the Southern States. There are all of the advantages that other States boast of, plus the advantages that Southern things have. There are occupations for every kind of people and every kind of trade. In a whole the Southern States are the treasure chests of America. If America were deprived of the Southern States I would not feel proud to say, "I am an American."

HOWARD E. CLARK.

The foregoing letter was handed in not with the thought that it would be published in the MANUFACTURERS RECORD, but merely as a type of things of this kind that are being written by this young fellow for his school. His statement, however, of his opinion of the Southern States—and this is based in part on the fact that with his father he has motored a good deal through the South and in part to his constant study of the MANUFACTURERS RECORD—is so interesting to come from a boy of his age that we give it verbatim. The last sentence, "If America were deprived of the Southern States I would not feel proud to say 'I am an American,'" is a corker.

It may be added that this article was of his own volition, and that his father, a member of the staff of this paper, knew nothing about it either as to its preparation or as to its being handed to the editor.

### \$2,700,000 Unit of \$4,500,000 Building.

Dallas, Tex.—Several contracts have been announced on the new \$2,700,000 unit of the \$4,500,000 office building to be erected in this city by the Southwestern Bell Telephone of Texas, B. D. Hull, engineer, for which general contract was recently awarded to Henger & Chambers, Dallas. The awards are as follows:

Heating and ventilating—Hamilton Company, Dallas.  
Plumbing—C. Wallace Plumbing Company, Dallas.  
Electrical work—L. W. Comstock Electric Company, Dallas.  
Elevators—Dallas branch of Otis Elevator Company, New York.

As previously detailed, this initial unit will be 12 stories with foundation for 18 stories, of steel frame construction, reinforced concrete, brick and stone. I. R. Timlin of St. Louis and Lang & Witchell, Dallas, are the architects, while W. J. Knight & Company, St. Louis, are structural engineers.

### Low Bid on \$500,000 Hospital Buildings.

N. W. Overstreet of Jackson, Miss., architect for the new Mississippi State Insane Hospital under construction near Jackson, advises that I. C. Garber, Jackson, is the lowest bidder, at \$447,800, for the general contract on a \$500,000 group of buildings which includes eight structures. These will embrace two occupational therapy buildings, two infirmaries, power house, narcotic home and two re-educational buildings. Henry C. Muskopf of St. Louis is the landscape engineer.



## Power Development Studied in Its Relation to Southern Industry.

FLOOD CONTROL, MUSCLE SHOALS, ELECTRIFICATION OF FARMS AND OTHER IMPORTANT QUESTIONS RECEIVE CONSIDERATION AT ANNUAL CONFERENCE IN CHATTANOOGA.

[Special Correspondence Manufacturers Record.]

Chattanooga, Tenn., October 15.

In the session here of the Southern Appalachian Power Conference from October 13 to 15 the history and purpose of the conferences were outlined by Joseph Hyde Pratt—the annual meetings being defined as an “open forum for the frank discussion of all questions pertaining to power development and the industrial advancement of the South.”

The conference, Mr. Pratt said, “has persistently, in every way possible, tried to bring about a more thorough understanding on the part of the people of how a power company is organized and power developed and transmitted to the people, and has encouraged the people to become interested financially in the securities of power companies. It is well believed that such endeavors are leading to a more kindly and intelligent feeling and harmonious relation between the general public and public utility companies.”

Tracing the gradual development of a sentiment for water power development, W. H. Onken, Jr., editor of the *Electrical World*, told how the present Federal Water Power Act was finally passed. The new act, signed by President Wilson on June 11, 1920, “stands on a parity,” the speaker said, “with the Federal Reserve Act as one of the outstanding accomplishments of the Wilson Administration. The Federal Water Power Act embodies in it the spirit of foresight. It is enabling, not disabling. Considering the tremendous advantages—civic, economic and social—which follow the utilization of water power, why is not the rate of development more rapid? With Federal legislation permissive, responsive and sympathetic, rather than restrictive, why should our water-course roar back a mocking echo to the call of industry? The answer is politics and intolerance. What is essentially an economic matter has been made a political issue, not only in the nation's capital but in the Northwest, in California and in this section of the country. Men of vision, daring and skill who are willing to abide by the law and contribute to our national prosperity are hampered and stopped by the petty entanglements of bureaucracy, legal uncertainties, socialistic and paternalistic schemes and utopian nostrums.

“Consider Muscle Shoals. Who has not heard of that wartime development on the Tennessee River in Alabama? Volumes have been written on it and for five years Congress has been debating its final disposition without coming to any conclusion. The development and distribution of power is so essential to the South's progress that those engaged in the industry feel impelled to point out the importance of devoting the 6,000,000 horsepower remaining undeveloped in this section to public, as opposed to private use. For the most part, water-power development in the Southeast, as elsewhere, has been made by public utility companies. The power is thus devoted to a public use and is distributed by the electric service companies to operate machinery, to light the streets, stores and homes.

“I will not take your time to discuss the merits of the present controversy over Muscle Shoals. I can only say with Disraeli, ‘The world is wearied of statesmen whom

democracy has degraded into politicians.’ President Coolidge epitomized the case very well when he said, ‘If anything were needed to demonstrate the almost incapacity of the national Government to deal directly with an industrial and commercial problem, it has been provided by our experience with this property (Muscle Shoals). We have expended vast fortunes, we have taxed everybody, but we are unable to secure results which benefit anybody. This property ought to be transferred to private management under conditions which will dedicate it to the public purpose for which it was conceived.’”

“There is not in the United States any power combine at all,” said Josiah T. Newcomb, counsel of the Joint Committee of National Utility Associations. “Those who are really familiar with the operation and management of electric light and power properties know the absurdity of such a belief. Consequently, they are tempted to treat it lightly, even with something approaching gaiety. They know the charge that there is a power trust never had any firmer foundation than misinformation or misinterpretation of well-known facts. Some of them suspect also that the charge is sometimes made when the poor excuse of misinformation and misinterpretation is quite lacking; that not infrequently the charge is made to cover the poverty of weak causes, to obstruct clear thinking, influence legislators and officials and mislead the public. Generally, therefore, they have preferred to avoid any controversy about it. The managers of your conference have performed a distinct service in bringing the question out into the open for sober analysis and a presentation of the facts.”

Mr. Newcomb then quoted the words used by Senator Norris in urging the Senate to instruct the Federal Trade Commission to investigate the allegations of a great power combine:

“The charge has been made from various sources, indeed it has been made by me on the floor of the Senate, that there exists in the country today a gigantic trust which controls from one end of the country to the other the generation and distribution of electricity by water power and by other means and the manufacture and sale of electrical appliances, running all the way from a little electric bulb in the house lamp to the gigantic generator that will handle without trembling from 30,000 to 50,000 horsepower.”

“The resultant investigation covered 95.9 per cent of the central-station energy generated in the United States,” said Mr. Newcomb. The speaker then quoted the conclusions of the Federal Trade Commission as follows:

“From the facts presented above regarding the electric power industry it is obvious that in 1924 neither the General Electric Company nor any other single power interest or group of clearly allied power interests substantially monopolized or controlled the generation, transmission and sale of electricity in the United States. The Electric Bond and Share Company and other large power groups have since 1924 added to their holdings in many instances and disposed of them in others. By these various changes certain large interests such as the Electric Bond and Share, Insull, and North American companies have become larger by acquiring control over both independent operating companies and other holding company interests. There has not been, however, any radical change since early in 1925, and consequently nothing approaching control has been acquired by a single interest over the electric power industry.”

The experiment in rural electrification being carried out in Minnesota jointly by farmers, the University of Minnesota,

the Northern States Power Company and certain manufacturers of electrical and agricultural equipment was described by E. A. Stewart, Division of Agricultural Engineering, University of Minnesota.

The first step in the experiment was the construction of a rural transmission line 6.3 miles long, serving 13 customers. The power company built the line. The university superintends the experimental work and keeps the farm cost records and gives instruction, while manufacturers of electrical equipment and of farm implements are working together in designing equipment suitable for electric drives, as well as in devising ways to do by electricity farm tasks heretofore done by hand or by mule power.

Before the experiment was started, the few farmers in the State who had electricity had very little equipment and used only about 30 kilowatt hours of energy per month. The cost in most cases was more than the service was worth to them, yet they remained unprofitable customers. Whereas under the old plan the farmers paid most or all the cost of the line, the power company paid for the experimental Redwing line and \$20,000 worth of electrical equipment was lent them. As a result the farmers have been able to install adequate wiring and make many new improvements, using relatively large quantities of current. The delivery charge covering interest, depreciation and other items of the investment in the transmission line, is \$6.90 per month. Energy is sold at five cents per kilowatt hour for the first 30 kilowatt hours and at three cents per kilowatt hour for all excess. The average cost for all customers during 1926 was slightly under six cents per kilowatt hour when the monthly delivery charge was added to the charge for energy.

First, it has been learned from the experiment that financing of the line by the company is sound policy. The principle is being adopted by other power companies throughout the State. Second, there are enough well-known profitable uses of electricity for a farmer to use more than 100 kilowatt hours per month. Rates can be so adjusted that farmers having an energy consumption of 100 kilowatt hours or more per month will have a reasonable rate. A farmer that will use around 150 kilowatt hours per month should save enough in other expenses or make enough additional profit more than to cover the cost of electricity.

"For reservoirs to play a vital part in preventing flood damage in the Mississippi Valley, it is not necessary that they prevent floods," said Richard Woods Edmonds of the staff of the MANUFACTURERS RECORD. "It is sufficient that they reduce the height of flood crests by one-third, one-fourth or even less. The levees, reinforced by spillways, can handle the balance." He then discussed in round figures the flood storage capacity of the Mississippi's principal tributaries and the effect of this storage on the valleys of the tributaries, and showed that at a conservative estimate the available pondage would have been sufficient to have reduced the crests in the Mississippi between Cairo and the Arkansas River by three feet and below the Arkansas by six feet. "Figure out," said he, "how many crevasses would have been prevented had such reductions in flood heights been possible; or, better still, get the Mississippi River Commission to give you the answer."

Mr. Edmonds further showed the great need of all the tributaries for protection from the same waters that further down in their course ravage the valley of the Mississippi, and declared that such protection could be secured for the tributaries by means of reservoirs. "Levees hold out hope of protection only for the land back of them," he said, "that upstream and that downstream from the range of adequate levees is left unprotected. Reservoirs, on the contrary, add their individual mites of protection to all the lengths of the river below them, in some cases for 3000 miles. So much for the possibilities of reservoirs.

"What part should the Federal Government play in their

development? I think the major features of the Government's logical part are clear; the minor details can be worked out. In my opinion, the Government should make a survey of the entire basin, as Major Fiske of the army engineers has made on the Tennessee. Many scattered surveys are available, and are being studied and co-ordinated under General Jadwin's direction, but much field work remains to be done. Such a survey is the first step. It should be pushed with all possible speed, unhampered by the repeated, disheartening shortage of funds by which the army engineers are so often handicapped.

"The survey completed, all power projects that might reasonably be expected to interest private capital should be segregated, advertised and disposed of as promptly as may be. All dams that could sooner or later be worth building for flood control and navigation, or flood control and irrigation, should be promptly built. Dams that might not be needed solely for navigation or irrigation for 25 or 50 years might yet save several times their cost in the control of a single great flood, not only in the Mississippi, but also along the rivers on which they are built. Interest thus paid before such projects had begun to yield a return in navigation or irrigation would be in the nature of premiums paid on insurance. When it comes to their manner of doing the jobs assigned to them, I have only the warmest admiration for the army engineers. They are a splendid body of men. But, when it comes to taking a long look into the future, and shaping a policy to provide for the rapid growth of the country, I think they fall short. All of our great industrial leaders have been men who sensed the enormous expansion that lay ahead of them. Every one of them was severely criticized by lesser men. Cassatt, Hill, Harriman, Rockefeller and Carnegie are fair examples. The officials of our power companies—those of them who are here today know how true this is—are doing the same thing right now. If some of the men I have seen here in Chattanooga would reveal the results of surveys made by their companies and would publish the expansion programs they have mapped out, it would create a public sensation.

"In the matter of flood control, we must do the same thing. We must map out the most thorough system of reservoirs control that can be considered feasible, for twice our present population and several times our present use of rivers for navigation and irrigation and, unlike a private concern, which can invest its money only with a view to fairly early dividends, we must spend liberally for our distant future."

Following Mr. Edmonds came Major Donald H. Connolly, who was listed on the program as representing General Edgar Jadwin, chief of engineers, United States army, but who explained that his views were not official. He discussed the various plans that had been investigated by the engineers for relieving the flood situation. "We have attempted to reclaim too much of the Delta land without sufficient expenditure," he said, and declared that we would have to relieve the levees of as much of their burden as possible by the use of spillway and by passes. It was his opinion that levees have reached almost their maximum safe height, whether considered from a basis of sound economics or from one of safety for the people living behind them. The cost of levees, he pointed out, increases as the square of the height, and from now on other means of handling the flood waters become necessary. In point of safety, levees are only mud dams and can not be built with anything like the substantiality of earth dams sometimes built across rivers. When their weight becomes as great as that of some now in use in the Mississippi Valley, the pressure of the water threatens rupture through sand boils, caving or saturation, and when so great a levee fails the havoc is terrible. Coming finally to the subject of reservoirs, the speaker appeared to be in agreement with the main contentions advanced by Mr. Edmonds as to



the value of reservoirs in the reduction of flood crests. He held, however, that the Government should not build reservoirs in anticipation of increased navigation, but should wait until the needs of navigation demand the reservoirs.

"We of the lower Mississippi Valley are forced to acknowledge frankly that we have reached the point at which we can no longer put up the money to fight the overwhelming odds presented by the Mississippi River," said former Governor John M. Parker of Louisiana: "The floods it pours upon us are drawn from 31 States and two of the provinces of Canada, and the problem must finally be recognized as a national one. The area devastated equals that of Holland, Belgium and Denmark and includes the richest land under the sun. It is an integral part of the economic structure of the Nation, and the people of this country cannot afford to drop for a year the immense producing and consuming capacity of such a section."

The last session was devoted to a symposium on that oft-debated subject, the disposition to be made of Muscle Shoals. Harrison E. Howe, editor of *Industrial and Chemical Engineering*, explained the entire independence of the modern nitrogen-fixation process of hydro-electric power. Senator F. M. Sackett of Kentucky and A. F. Lever, formerly representative from South Carolina and now president of the First Carolinas Joint Stock Land Bank, Columbia, S. C., recognized

this industry's independence of hydro-electric power as an established fact and warned forcefully against the dangers of Government operation of Muscle Shoals. Mr. Lever described the threat of the Government's entry into the hydro-electric field as a very grave danger that must be fiercely opposed. Both Mr. Lever and former Representative John H. Small, who followed him, criticized Representative William C. Wright of Georgia for his statement, made earlier in the session, that, while he was very much opposed to Government operation of Muscle Shoals, yet because he was so tired of the controversy he would surrender his conviction and consent to Government operation for five or seven years.

Continued American industrial development hinges upon the continued expansion of the hydro-electric resources, was the position taken by L. O. Crosby, president of the Mississippi State Development Board, who asserted that the people must keep the Government from making a start in the operation of hydro-electric developments.

Following the discussion of Muscle Shoals came the reports of committees, of which the most significant was that stating the desire and intention to establish the Southern Appalachian Power Conference on a continuous instead of an annual basis, with a program of important development work mapped out ahead of it, provided the industries of the South would support such a program.

## Decentralization of Industry.\*

By DR. HENRY MACE PAYNE, Consulting Engineer, American Mining Congress.

The problems which confront us are not those of finance or politics, but of economics. Dr. Morgan of the University of Tennessee has ably stated the necessity for the advance of industry into the great agricultural belt, and has shown the direct results of increased assessable values and corresponding decrease in tax rates, with improved educational facilities.

Less than a week ago Secretary of Agriculture Jardine said:

"There will be no pronounced movement of farming population to cities when rural communities afford equality of economic opportunity and educational and social advantages compared with those found in the cities."

Diversification of industry will tend to utilize all local resources, and the weekly payrolls of a thousand small industries scattered over a State will gravitate to store and market, will purchase individual homes, and augment savings accounts. I would rather see ten small towns with one prosperous manufacturing plant in each, than to see ten such plants in one crowded city. With ten small industrial communities, the farmer finds ready market for, and strong incentive to produce fruit, vegetables, poultry and dairy products, and the entire economic balance becomes more stable.

The extension of electric power lines into rural communities, like the coming of good roads, has spread the gospel of a higher standard of living, and given the farmer a hundred mechanical slaves, while the housewife rules a kingdom of mechanical servants. With the rapid increase of additional power development in the South, and the beneficent interchange of power through intelligent interconnection of switchboards, the center of industry must inevitably tend toward the South and East.

Happily, in the Appalachian South, here represented, our industrial centers have not attained undue proportions, and our immediate task is so to guide and control the era of expansion upon which we are now entering as to effect a harmonious growth of agriculture and industry, and a uniform distribution of population. Such an ideal utilization of natural resources, and available power, would open the door to

capital, and would create an era of prosperity never before attained. It is at once apparent that if this hope is to be realized, power must be carried to every part of the area; must be made available wherever raw material awaits the touch of industry to be transformed into a commodity.

If industry is so diffused throughout the South, agriculture will receive a marvelous stimulus. Increased population will bring markets to the farmer's door. Transportation and handling charges will be reduced. The farmer will plant diversified crops with assurance of a market for his product. The many "starved" counties in the different states will acquire tax values productive of sufficient revenue to make possible needed and desired progress in education, road building and public health service.

It does not call for a prophet to visualize a continuous line of industry, flanked on either side by prosperous farms, and connected by a network of good roads, motivated and lighted by interconnected power lines, from Harpers Ferry to Muscle Shoals and from Virginia to Florida, while the fertile delta of Mississippi thrives with its neighbors on the West and joins lands with Alabama and Georgia in the advancement of the Industrial South.

As man has advanced in the development of natural resources, the problem of distribution has always loomed large in his pathway. As he has solved this problem, his comforts have increased and his labors diminished. That man enjoys the highest standard of living, who stands at the crossways of the world's system of distribution, and has access to all good things, regardless of their point of origin.

Science and invention have not been content to deal with the material needs of the race, but have sought also to minister to the social and cultural needs of man. Music has felt their magic touch, and the lonely explorer, as he sits ice-bound in the Arctic, listens entranced to the tones of the Metropolitan Opera. Television points out the path by which the pupil in the little school on the prairie, or the lone inhabitant of some far distant seaboard lighthouse, may gaze upon the Sistine Madonna or glimpse the ruins of the Acropolis.

But fundamental as are diversification and distribution,

\*Extract of address delivered at the Appalachian Power Conference, Chattanooga, Tenn., October 14, 1927.

production itself must be decentralized. If our present and future power should be used exclusively at the points of generation, the inevitable result would be industrial congestion, and complex standards of living. All the potentialities of abundant and reliable power would be expended in a few fortunate localities.

An extension of power is the inescapable assignment of our public utilities companies, for which no other agency offers hope of successful performance. If such a volume of power were to be entrusted to independent units, without sovereign regulatory supervision, or to a politically controlled governmental body, the inevitable result would be segregation of units; agriculture would be deprived of the great hope which now gives it life; and disintegration of the rural districts would be inevitable.

Confronted as we are, with the desirability and necessity of properly diffusing industry, it would seem that men of leadership and vision should concentrate upon this problem. The wisdom of our forefathers in constitutionally preventing state tariff walls remains unquestioned. But many cities and communities in their eagerness to secure industrial aggrandizement, have proceeded without careful analysis of the factors involved. The complexities of modern industry are too manifold for such methods, and it is certain that the coming era of industry must be guided along scientific and economic lines, to touch the widest scope of territory and the greatest number of people.

Such is the impelling call, demanding deeper devotion and unselfish service; willingness to participate in the full duties of citizenship, and to accept its responsibilities; recognition of economic truths and scientific progress. With these, we may look into the future with confidence, awaiting the industrial sunrise, the day-dawn of permanent prosperity, which, like "the distant streak on ocean's cheek, grows into the great sun."

### Power Conference to Atlanta in 1928—Officers Elected.

At the conclusion of the three-day session of the Southern Appalachian Power Conference, the city of Atlanta was selected for the 1928 convention. Officers for the coming year, elected upon the recommendation of the nominating committee, headed by Mercer Reynolds, president of the Chattanooga Chamber of Commerce, will be as follows: Vice-president, L. O. Crosby, Jackson, Miss.; secretary, Wilbur A. Nelson, Charlottesville, Va., and treasurer, E. Y. Chapin, Chattanooga, Tenn. The president of the conference will be named by the executive committee. Joseph Hyde Pratt, Chapel Hill, N. C., was re-elected to the chairmanship of the executive committee; Thorndike Saville, Chapel Hill, N. C., as chairman of emergency supply and interconnection; J. P. Fishburn, Roanoke, Va., chairman of the committee on forestry relations; J. A. Switzer, Knoxville, Tenn., chairman of the legislative committee, and H. B. Holroyd to head the committee on transportation. Chairmen of the committees on activities, finance, industrial survey and education were not named. These chairmen will also be selected by the executive committee at a future date.

### \$6,000,000 in Texas Clay Products.

The total value of clay products made in Texas in 1926 was \$6,029,209. Common brick lead at \$2,007,634. Face brick amounted to \$1,455,455. Clay production was large also in hollow building tile, vitrified paving brick or blocks, sewer pipe, fire brick and pottery ware.

### Florida Power Corporation Completing \$3,500,000 Construction Program—500 Miles Transmission Lines Built.

In a letter to the MANUFACTURERS RECORD outlining a construction program now being carried out by the Florida Power Corporation of St. Petersburg, H. D. Pantan, resident engineer at Valdosta, Ga., connected with Francis R. Weller, consulting engineer of Washington, and agent for the General Engineering and Management Corporation of New York, advises that the construction program includes power lines from Inglis to Jasper and from Jasper to Waycross, Ga. Construction was started in March of 1926 and is now practically complete. The entire program involved a number of transmission lines and those actually built cover 375 miles of 66,000-volt wood-pole line and 178 miles of 110,000-volt double circuit steel tower line, one circuit of which has been strung. Mr. Pantan writes further:

"In addition to these lines, there have been built 24 sub-stations and switching stations ranging from small wood-pole structures with a capacity of 100 k.v.a. to large steel structures with a capacity of 15,000 k.v.a. At present all construction on this program has been completed except approximately 25 miles of tower line and one large sub-station which is under construction.

"Francis R. Weller, consulting engineer of Washington, D. C., was engineer for the entire program and all work done and material purchased have been under the supervision of his organization. Actual construction labor was supplied by the Hoosier Engineering Company of Indianapolis, Ind., while material was bought from a number of firms, steel towers being furnished by the Blaw-Knox Company of Pittsburgh, Pa., and the Newport News Shipbuilding and Dry Dock Company of Newport News, Va. Conductor was all furnished by the Aluminum Company of America, Pittsburgh, 1/0 A.C.S.R. on the Tower Line. Pin type insulators for the 66,000 volt pole line were purchased from the Locke Insulator Corporation, Baltimore Md., the Porcelain Insulator Corporation, Lima, N. Y., and the Ohio Brass Company, Mansfield, O.

"Hewlett type suspension insulators, for use on the 66,000 volt lines, were purchased from the R. Thomas & Sons Company, of East Liverpool, O., and cap and pin type suspension insulators, for use on the tower lines, and clamps from the Ohio Brass Company, Mansfield. Lee pins were furnished by R. Thomas & Sons Company and miscellaneous hardware by the American Jobbers Supply Company, New York. Air brake switches for sub-stations were supplied by the Memco Engineering & Manufacturing Company of Long Island City, N. Y.; 66,000-volt oil switches by the General Electric Company, Schenectady, N. Y.; 110,000-volt oil switches by the Westinghouse Electric and Manufacturing Company, of East Pittsburgh, Pa., and 66,000-volt lightning arresters by the same company.

"Transformers were supplied by the General Electric Company and the Packard Electric Company of Warren, Ohio, while structural steel for the sub-station structures was furnished by the Bessemer Galvanizing Company, Birmingham, Ala., and by the Truscon Steel Company of Youngstown, Ohio. Switchboards and control panels were supplied by the General Electric Company, which also furnished carrier current equipment. The Electric Storage Battery Company of New York supplied storage batteries and miscellaneous items of sub-station equipment were furnished by a number of manufacturers.

"The total cost of the transmission line and sub-station program, as outlined above, was approximately \$3,500,000 and it is expected that construction will be completed during January, 1928."

### Contract for Completion of \$500,000 Hospital.

Birmingham, Ala.—On a bid of \$383,000 the A. J. Krebs Company of Atlanta, Ga., has been awarded contract for the completion of the Hillman Hospital annex here, which is about one-fifth completed. This is a municipal hospital and the award was made by the City Board of Revenue, of which Lacey Edmundson is chairman. Harry B. Wheelock of Birmingham is the architect and Percy W. Swern of Chicago consulting architect.



# Virginia Manufacturers Discuss Practical Problems.

[Special Correspondence Manufacturers Record.]

Lynchburg, Va., October 15.

One of the most successful and inspiring meetings of the Virginia Manufacturers Association was held yesterday and today at the Virginian Hotel here, more than 100 industries of the State being represented at the opening session. This comparatively young organization, less than five years old, which now represents a large percentage of Virginia's industries, illustrates the value of organized effort when directed toward constructive leadership not only for the benefit of manufacturing interests, but also for the development of the State. This was strikingly shown in a résumé of the activities of the Association in the past few years in promoting a spirit of cooperation between industry and the affairs of the people as administered by the State and local governments. As Mayor Walker Pettijohn of Lynchburg, in welcoming the Association to the city, said, "The Virginia Manufacturers Association is doing great constructive work for the people of Virginia."

In his opening address, President H. B. McCormac, in referring to recent industrial activities, stated that not only did Virginia have a satisfactory year, but that, also throughout the South conditions had been satisfactory. "In fact," said he, "Virginia has had an outstanding year in the history of the State."

In citing statistics of the growth of the South, Mr. McCormac pointed out that Northern and Eastern capital was flowing into the South, adding to the considerable sums Southern people were investing for themselves in the development of all kinds of enterprises. The most striking thing is the fact that, while the number of Virginia's manufacturing establishments increased during the last two decades by 50 per cent, the amount of capital invested increased approximately 1400 per cent, showing that small enterprises are rapidly growing into great industrial organizations, in addition to the many large enterprises which have recently entered the State and he quoted Secretary Hoover to the effect that "the South is a section of the world within which the industrial development of the next 25 years will center." Also, he quoted a statement from the Blue Book of Southern Progress, written by the editor of the MANUFACTURERS RECORD, that "the greatest epic ever written upon the pages of human history in material affairs is that which the South is writing in its marvelous achievement at the present time."

"Virginia industries," said President McCormac, "are manned by men of high courage and broad vision. They have enabled the average person to know that, while agriculture may be a backbone, certainly it is the industrial payroll which supplies the life blood of commercial life."

Following the president's address, Secretary Frank G. Louthan gave his report, and reports of various committees were brought to the attention of the members, to be acted on later in the sessions. Among these reports that attracted great interest and much discussion were those on taxation, garnishee laws and assignments of wages, and workmen's compensation insurance. In these last two discussions, the Association illustrated an intense interest in the welfare of its employees in endeavoring to formulate plans for their benefit.

In the matter of taxes, it was stated that it was not with a view of penuriousness, but a desire to arrive at a fair and equitable tax rate which would aid in the upbuilding of the

State, and at the same time afford sufficient revenue for the carrying forward of the government's work in the most efficient manner. It was shown that the tax laws of Virginia compare favorably with those of other States, only two having a lower capital investment tax than Virginia. A lower tax rate was one of the reasons stated why Virginia is appealing to the larger industries of the country. Hon. John F. King most ably discussed taxation as relating to industry and warned against the encroachment of government in private business. "Business," said he, "must solve the tax problem."

W. E. Carson, chairman of the Virginia Conservation Commission, Front Royal, spoke of the work under way by this State body. This commission is in control of the forestry department. "It is one of the greatest assets of the State, if properly administered," said Mr. Carson, "and will bring more wealth than Virginia's agriculture can produce. State publicity is also under authority of the Conservation Commission, as well as the Water Board, which has been making a survey of water resources."

The principal speaker at the large banquet last evening was James A. Emery, general counsel of the National Association of Manufacturers. His address on industry and public affairs attracted profound interest. He brought home to his listeners the duty of business men to take an active part in governmental affairs, for, he said, "the greatest danger in our Government is vocational politics, and the only answer is more business in Government. It is difficult to get business men to perform political tasks in national and local government." Mr. Emery likened the election of Government officials to the election of a board of directors for the operation of the United States, and deplored the fact that only a small majority out of a small percentage of the total American votes have decided as to who shall be on the board. "Public affairs of the Nation are of the first importance," he said, and impressed upon his hearers that manufacturers and other business men can perform no greater duty to themselves, to their industry and to the Nation than to aid in securing the best type of representatives in our national, State and local governments.

In his opinion, ignorance and indifference of responsible business are more dangerous to the American Government than the assaults of radical elements. He stressed the point that the Government is organized to perform political and not economic tasks and any Government control or operation is the usurpation of a function that can be better performed through the exercise of private initiative. Mr. Emery admonished his hearers that they must interest themselves as business men in the affairs of the State, if Virginia is to advance along economic lines.

In telling of the function and activity of the State Insurance Commission, Col. Joseph Button, Richmond, said that over \$57,000,000 was paid out in Virginia in 1926 for insurance. Lee Long, Clinchfield Coal Corporation, Dante, in the discussion of insurance outlined the working of compensation insurance as applied to the coal mining industry and presented statistics showing the amount of losses incurred over a term of years and the rate paid for this class of insurance, which he considered high as compared with the cost to self-insurers, under which plan some concerns in the coal mining industry are operating.

The last address of the meeting was by State Geologist Wilbur A. Nelson, director of the school of geology, University of Virginia, Charlottesville, who spoke on "The Effect of Mineral and Power Resources on Industrial Growth."

He said that Virginia has many basic minerals, some of which are being utilized, while the development of others would further add to Virginia's industrial activity. Virginia now mines on a commercial scale 32 minerals and it has great marble, similar to that produced in the Knoxville district, and other building stone resources which should be developed. It was pointed out that the power resources of the State had scarcely been touched and that 77 per cent of the power distributed by the electric companies was generated by steam and only 23 per cent by water-power, and he believed that relationship would continue to exist to a great degree, though he did not wish to minimize the value of hydro-electric power to the State. "Thorough study and regulation of stream flow," said he, "must be made before Virginia can secure a proper hydro-electric development."

Among the resolutions adopted at the closing session of the convention was one favoring reduction of income corporate taxes, believing that greater benefits to a greater number of people will accrue from this reduction than from any other manner of taxation relief.

The Association also went on record against increased freight rates and reclassification of commodities into higher classes, as proposed for the railroads serving the South.

Interest was manifested by the Association in the State vocational and educational department and a resolution was adopted which requested that the board of directors of the Association make a study of the operations of the department for information and guidance in its recommendations.

The Association recommended the adoption of such legislation as will rectify conditions brought about under the present law covering the assignment of unearned wages. The subject of garnishments under the garnishee laws, previously discussed at the meeting, was referred for committee action for further study.

Before the convention adjourned, invitations were received from several cities in the State for the Association to hold its 1928 annual meeting with them. The Cavalier Hotel, Virginia Beach, renewed its invitation, as did the chambers of commerce of Roanoke and Farmville. An alluring appeal was made in behalf of Pulaski for the Association to meet at that place and Lee Long urged the Association to go to Southwest Virginia, that great mountain section, next year and meet at Bristol, if it did not accept Pulaski's invitation.

The convention closed with the election of officers for the ensuing year. H. B. McCormac of the Virginia Woolen Company, Winchester, was re-elected president; past president, E. A. Hults, Mathieson Alkali Works, Saltville; first vice-president, J. R. A. Hobson, the Tredegar Company, Richmond; second vice-president, Arthur L. Griffin, F. S. Royster Guano Company, Norfolk; treasurer, Fred Pilcher, Seward Trunk and Bag Company, Petersburg; secretary, Frank G. Louthan, Richmond. New members added to the board of directors include: W. F. Daniels, Enterprise Wheel and Car Corporation, Bristol; R. Nelson Page, Lewis Jones Knitting Company, Winchester; A. Obeci, Planters Nut and Chocolate Company, Suffolk; H. C. Neren, Viscose Corporation, Roanoke; Michael Kielighan, White Star Mills, Staunton; R. E. Taggart, Stonega Coke and Coal Company, Big Stone Gap, was elected in place of Mr. Griffin, who was elected to the second vice-presidency. Directors whose terms did not expire until October, 1928, are: James F. Ryland, Standard Paper Manufacturing Company, Richmond; M. D. Morton, C. B. Fleet Company, Inc., Lynchburg; J. Frank Wilson, the Carolina Cotton and Woolen Mills Company, Fieldale; Carter N. Williams, Richmond Structural Steel Company, Richmond, and George M. Thorn, Blackwell Coal and Coke Company, Blackwell.

A bond issue of \$195,000 for water works will be sold on October 25 by Mount Airy, N. C. F. M. Poore is clerk.

### **Pennsylvania Power Development to Cost \$30,000,000—To Produce 200,000 Horsepower Largely for Southern Consumption.**

Interests identified with the Pennsylvania Water and Power Company, with its main office in New York, are investigating details looking toward the development of a \$30,000,000 hydro-electric power project on the Susquehanna River at Safe Harbor, Pa., about nine miles above the Holtwood development, which is operating at a capacity of 150,000 horsepower. The new plant, it is said, will augment the Holtwood capacity by 200,000 horsepower, thus making available to the Pennsylvania Water and Power Company from these two plants a total of 350,000 horsepower. The new development, it is understood, is not to meet the demand for present power requirements, but to enable the company to meet an anticipated demand for several years in the future.

Application has been filed with the Commonwealth of Pennsylvania, according to announcement, for the incorporation of two subsidiary companies to make engineering and other investigations, in order to enable the Pennsylvania Water and Power Company to determine its final action. The new subsidiaries will be known as the Safe Harbor Water Power Corporation in Manor Township, Lancaster county, and the Chanceford Water Power Corporation in Chanceford Township, in York county. They will make foundation borings and work out engineering details and if results are favorable it is thought that application will be made to the State of Pennsylvania for a limited power permit for the construction of the dam and power plant.

Tentative plans call for a dam about two-thirds of a mile long, with average height of about 50 feet, of concrete construction of the solid gravity type, with superimposed steel gates capable of maintaining a pond elevation of 225 feet above main sea level. The power house will be a continuation of the dam and will be located on the eastern end in Lancaster county, provision being made for additional units later. It is estimated that construction will require three years.

The project is expected to be operated by the Pennsylvania Water and Power Company and it is understood that it may be necessary to build new transmission lines. A large part of the power now developed at Holtwood is handled by the Consolidated Gas Electric Light and Power Company, Baltimore, and it is thought that perhaps the greater portion to be developed at Safe Harbor will be sold South, as it is estimated that the plant will be able to supply Southern and Central Pennsylvania, Maryland, District of Columbia, Northern Virginia and Southeastern West Virginia.

It is thought also that a large part of the output of the new plant will be used with the Conowingo product for the electrification of the Pennsylvania Railroad, which plans to electrify to Washington and Harrisburg.

### **Home Insurance Companies' Accomplishments.**

Filled with illustrations and information relating solely to the Home Insurance Companies of Arkansas, the rotogravure section of the Arkansas Gazette of Sunday, October 2, comes to the MANUFACTURERS RECORD from Burton E. Vaughan, sales promotion counsel, Little Rock, with information that "this is the first time any local institution has utilized the rotogravure for advertising purposes," and that 40,000 additional copies had been struck off for distribution, in addition to "the regular 60,000 circulation of the Gazette." The section, as Mr. Vaughan says, "reviews the accomplishments of these insurance companies and points out the direct advantages accruing to Arkansas through the operation of the companies' agencies, extending from Florida to California."



## Virginia Advances.

*Address by Howard L. Clark, of the Editorial Staff of the Manufacturers Record, before the Annual Meeting of the Virginia Manufacturers Association.*

I will briefly outline a few facts with regard to Virginia's industrial advancement. Your organization represents one of the first material developments on this continent. It was in your State, centering around the Jamestown settlement, that the first manufacturing in this country was done. Virginia had the first glass factory, salt works, iron works and iron furnace, first cigar and cigarette factory, first baking powder plant and was the first to manufacture leather. It was also the first State to mine coal, and it had the first Custom House in America. It is a long jump back to those early Colonial activities in the building of the nation, but I cite them merely to show that Virginia was the cradle of industry on this continent.

Today Virginia has invested in manufacturing approximately half a billion dollars, which is about five times the State's industrial capital of 25 years ago, and the annual industrial output of about \$600,000,000 is more than five times the production of 1910. In fact, the value of the manufactured goods annually turned out in Virginia's factories today is approximately one-fifth of the aggregate value of all manufactures in the 16 Southern States from Maryland to Texas as late as 1910.

Tobacco manufacturing is the leading industry of Virginia, followed by railroad car construction and repairing. Cotton manufacturing, ranking third, represents but 5 per cent of the aggregate industrial output of the State. Next in order are chemical industries, lumber and timber manufacturing, ship and boat building, paper and wood pulp, fertilizers, flour and grist mill products, printing and publishing, lumber and planing mill products, leather, furniture, slaughtering and meat packing, clothing, iron and steel, blast furnaces, and a wide variety of other products give Virginia a well-diversified industrial development.

In addition, the value of the mineral products of Virginia is now approximately \$40,000,000 annually, or more than double the 1910 output and seven times that of 1900. An ample supply of basic minerals—coal, iron ore, limestone, building stone, clay products—are found in the State and in all 32 minerals are now mined commercially. Supplementing its coal resources are available water-power sites, the development of which is further adding to Virginia's advantages for manufacturing.

Last year Virginia, under low crop prices, produced \$288,000,000 of farm products, or nearly double the value of the State's agricultural output in 1910. As in manufacturing, agriculture in Virginia is more diversified than in probably any other Southern State and it is through diversification that the greatest continued prosperity can be secured. With the industrial expansion there has come a larger home market for the products of the farmer.

Financially Virginia has been making progress. Last year the aggregate banking resources of the State were \$663,000,000, more than three times that of 1910, and the individual bank deposits increased from \$118,432,000 in 1910 to \$431,611,000 in 1926. Virginia bank deposits are nearly two-thirds as great as all the money in all the banks of the 16 Southern States in 1900.

Virginia today is spending on public education more than \$20,000,000 annually, or nearly five times similar expenditures in 1910, but this summary serves to illustrate the magnitude of the State's activity of the present, while its population was increasing from 2,061,000 in 1910 to 2,550,000.

Within the last few months approximately \$40,000,000 has been invested in manufacturing enterprises in Virginia which illustrates a continued and remarkably rapid industrial growth. A State which can draw from other sections the great industrial interests that are now being established in Virginia must have some peculiar advantages which the people of Virginia themselves, perhaps, have not fully appreciated. For instance, take a few of the great enterprises now under way by outside capital and you will gain some conception of the magnitude of the industrial enterprises which are now being built or planned for this State.

The Allied Dye and Chemical Company, one of the strongest financial concerns in America, through its subsidiary the Atmospheric Nitrogen Corporation, is planning a vast enterprise at Hopewell, which the State Conservation Commission announces will represent an ultimate investment of \$100,000,000. This has been the general estimate of the cost but the company has always declined to give an exact statement as to the extent of its proposed operations. The State Commission, however, would hardly have definitely announced that the expenditures are to be \$100,000,000 unless it has authority to do so. An electric power plant for the company to cost \$8,500,000 is to be built by Stone & Webster, Inc. The du Pont Corporation, which has recently celebrated its 125th anniversary, ranking as one of the greatest industrial and chemical concerns in the world, is planning for the building of a rayon plant to cost from \$8,000,000 to \$10,000,000 on the site recently purchased near Richmond. The artificial silk plant established some years ago at Hopewell is reported to be preparing to double its output, and the Viscose plant at Roanoke is being increased at an estimated cost of \$3,500,000 and will add 1000 employes to its present force of 4500.

These are but typical illustrations of the attention Virginia is attracting from the country's industrial and financial leaders. Other details as to recent developments have been given in a more comprehensive survey of Virginia's remarkable industrial development appearing in the October 13 issue of the MANUFACTURERS RECORD, copies of which are available at this meeting.

One striking fact in connection with the spirit which is abroad in Virginia is shown in the contrast between the action of the Newport News Shipbuilding and Dry Dock Company and the Cramp Shipyard at Philadelphia. At the close of the Disarmament Conference a few years ago it looked as though shipbuilding had received a disastrous blow. The Newport News company and the Cramp company were confronted with a serious situation. A few days ago the Cramp plant, after a life of 93 years, and regarded during that period as one of Philadelphia's greatest industries and most boasted of, passed out of existence, having found it practically impossible to overcome the disastrous effect of lessened shipbuilding. On the other hand, President Ferguson of the Newport News company immediately began an investigation as to what lines of manufacturing could be conducted at his plant which would keep it in operation. He found many ways of utilizing that vast enterprise in the building and repairing of cars and machinery and was able to keep the plant going until there was a revival of the shipbuilding industry. A few days ago that plant launched the largest passenger ship ever built in America. It is now building another one of similar size and will probably get a third contract from the International Mercantile Marine Company, the three ships costing considerably over \$20,000,000. Philadelphia let its famous shipyard pass out of existence. New-

port News maintained its shipyard and has never wavered despite the disadvantage under which for a time it labored. The difference between these two concerns is worthy of note. It contrasts strikingly the power of initiative and energy and enterprise with which Southern men have met adverse conditions and the way in which enormously wealthy Philadelphia permitted its shipyard to pass away.

Long before the Civil War Commodore Maury, the "Pathfinder of the Seas," Virginia's honored scientist, described Hampton Roads as one of the greatest harbors of the world. His enthusiastic predictions as to its future are now being fulfilled, for it has become the largest shipping port in the world and other plans now maturing will make it of still more importance. The immense bridges to be built near there and at other points in Virginia, largely by outside capital, representing a cost of many millions of dollars, are likewise indicative of the new interest with which the capitalists of the North are showing in the potentialities of Virginia.

The awakened industrial spirit in Virginia at the present time is but a rebirth of the spirit of the Old South long prior to the Civil War. From earliest Colonial Days leaders in Virginia's political and business life were largely interested in manufacturing. Washington was a civil engineer and in pursuing that line of work secured much of the information which made it possible for him to become the nation's leader. His father was engaged in mining iron ore, furnishing it to a number of furnaces then producing pig-iron. Governor William Byrd, from whom your distinguished Governor of today is descended, was an enthusiastic believer in industrial development. In his "History of Iron in All Ages," written a good many years ago, James M. Swank, then accounted the foremost authority in America on iron making, gave unstinted praise to the Colonial iron makers of Virginia and referred to Lynchburg, Richmond, Winchester, Staunton and other points as the centers of diversified iron manufacturing. The Civil War wiped out practically the entire manufacturing interests of Virginia and the poverty following that disastrous struggle drove hundreds of thousands of Virginia people into other sections in order to find a chance to make a living. This for a time halted the revival of industrial development of Virginia, but that old spirit of daring enterprise inherent in the men of today co-operating with men and capital from other sections will, I am persuaded, make Virginia one of the foremost industrial centers of this country.

And with this one thought I will close. Virginia may make the "best mouse trap" in the world, and the world may eventually find its way to your door, but in these modern times we do not wait for others to find out; we tell them. But in traveling through Virginia and the South one finds that many plants even fail to begin their advertising at home. Some enterprises do not have a sign on their premises as to who or what they are, or it is so small that it cannot be seen. Many times while motoring through the South I have asked of passersby the name of a plant in the distance which had no sign visible and the reply has been "that is the mill" or "factory". They could not tell me the name of the industry or what it produced. These plants are near highways and railways over which pass thousands of people. Put your name on your plant so that it can be seen, and tell about your products so that the world can more quickly beat a path to your door.

#### Port Arthur Sells \$850,000 School Bonds.

A school bond issue of \$850,000 has been sold to the Roger H. Evans Company of Dallas, Tex., at par and interest by the Port Arthur Independent School District, according to information from Port Arthur, Tex. The bonds will be issued in denominations of \$1000 to bear an interest rate of 4½ per cent.

#### A Southern Resort Hotel Which Steadily Grows in Public Favor.

The South has benefited in a very material way from the many fine hotels that have been established in recent years throughout that section. Now that communities are being linked by smooth highways, the traveler finds it possible so to arrange his journey, whether he is traveling for pleasure or on business, to have a comfortable hotel home awaiting him at the end of each day.

As the knowledge of the South's development, its opportunities and its unequalled climate spreads, tourist travel to that section will increase, and is increasing, to an unprecedented degree. There is apparently no let-up in the expansion going forward in modern hotel building. Under competent management, these enterprises should all succeed, because the country and the world are just becoming acquainted with the South. The fact is recognized that one can find much of advantage to health and even to material prosperity in visiting the Southern States at a time when the rest of the country is ice-bound and harassed by winter storms.

The old hotels that were famous in their day and gave unmeasured hospitality and delight to the traveler—such houses as the old St. Charles of New Orleans under Colonel Blakely's management and the old Bon Air of Augusta—in these modern days require different facilities; so there are now a new Bon Air and a modern St. Charles.

Whether one goes to the Carolinas, or Louisiana, or Florida, or any Southern State, comfort and rest and good living are found in the hotels. They are taking their part in the upbuilding of the section in which they are located. They are progressive spirits in the community. They leave pleasant impressions with the sojourner. One's thoughts always turn to the many pleasant hours spent at the Highland Pines Inn at Southern Pines, under the efficient management of Messrs. Creamer and Turner. The reputation of this charming abode has become nation-wide. It has its regular clientele of people who can afford the best wherever they may go. Here, they find a charming hospitality and an atmosphere that draw them to this restful spot in the peach belt of North Carolina. They realize there is here, at least, one place where everything in reason is done for the comfort and happiness of guests. Mr. Creamer, in summer, manages The Inn at Charlevoix, Mich., up near where the Great Lakes meet in the Straits of Mackinac, and there he has carried with him the same geniality and the same spirit of bonhomie which are so markedly his.

It is predicted that this season the capacity of Southern hotels will be tested, notwithstanding the new houses that have been built and the additions which have been made to existing establishments. Highland Pines Inn is being enlarged and nearly every room in the house will be provided with a private bath, but it is doubtful that it will be able to go more than a year or two without still further additions to the number of its rooms.

Good roads, motoring, golf, climate—all are strong drawing cards. They look for more tourists in the South this year than for several years past.

#### Low Bid for Completion of Hospital Annex.

Birmingham, Ala.—The lowest bid for the completion of Hillman Hospital annex has been submitted by the H. J. Gilbertson Construction Company of Memphis, Tenn., at \$347,000. Construction of the proposed annex, which will cost complete about \$500,000, was begun some time ago and about one-fifth completed when work was suspended. Harry B. Wheelock of Birmingham is the architect and Percy W. Swern of Chicago consulting architect.



# Sad Plight of Cotton-Growing Farmers in Africa.

OFFICIAL REPORT OF THE BRITISH COTTON-GROWING ASSOCIATION SHOWS ADVERSE CONDITIONS.

[Special Correspondence Manufacturers Record.]

Manchester, England, October 6.

The following is an extract from a report on cotton-growing possibilities in South Africa made by Sir William Himbury, the managing director of the British Cotton-Growing Association, who recently returned from a tour of inspection of cotton-growing areas in that country:

"Proceeding northeast from N'Kwileni, Hluhluw Valley is reached. Here a large number of settlers were established two or three years ago. Hundreds of acres of cotton were sown, but for three seasons no real success had been obtained and most of the settlers have had to give up and abandon their farms, having lost in some cases from £2000 to £3000. Numerous derelict farms and houses came within our notice, typical of a graveyard with its buried hopes and endeavors. Many sad stories were in circulation as to the plight of some of these settlers, who were considered by all to be very excellent types of manhood."

Sir William summarizes his views as follows:

"Whilst the acreage has increased under cotton these last five years, the total results cannot be satisfactory to the grower. High prices have helped, and some of the few who have been favored with ideal conditions of soil and climate, and who have had big yields, have no doubt done fairly well. Some may even have made money; generally, however, we found the recently made optimist had become a pessimist. If we omit the lack of moisture and unsatisfactory seed, much of the other trouble has been of the farmer's own making. Cotton had been planted on poor soil, and in some places at too high an altitude. Again, where he found the rains had failed, he had planted late as a gamble, and the frost had completely killed his crop. One other factor was the tendency to too extensive cultivation as against intensive. Although generally cotton was well cultivated, the prevailing policy seemed to be to get as much seed in as possible instead of going slowly and endeavoring to obtain a large crop from a well-cultivated small area. This method had been followed by one or two men in Zululand with conspicuous success. There is little doubt that the admixture of seed, the result of several years' want of care in selection and breeding, has largely contributed to the failure. Even where an effort has been made to keep the seed fairly pure, and better results have been obtained, insect pests have proved a severe handicap to the industry, especially the Jassid and the boll worm. At the same time there is little doubt the chief cause of failure has been adverse climatic conditions.

"As to the future, I do not think the industry is dead; its revival will be slow and possibly built up on stronger foundations. The seed question is being carefully considered by some of the Empire Cotton Growing Corporation's best experts, together with officials of the Union Agricultural Department. Already they are on the track of a Jassid-resisting seed, and although they cannot provide a rain-maker, they are trying to produce a cotton which would do well with a minimum amount of moisture. This, of course, is one of the most difficult problems, but some success has already been obtained. Given these—and other improvements will doubtless follow—South African farmers will probably grow and make a financial success of cotton, but its limiting factor will always more or less depend upon satisfactory climatic conditions for producing the crop, and the price obtainable for the product. As a crop grown on a large plantation, I cannot see much future unless it becomes part of a scheme of farming—that is to say, one of several crops, and although I think the Union will produce some cotton, I

cannot see it doing so upon so extensive a scale as that of the Sudan, Uganda, or Nigeria."

The crop in 1925-26 was 20,381 bales.

As regards possibilities in Northern Rhodesia Sir William states that this is undoubtedly an agricultural country, but the present policy would appear to be more in the nature of developing its mining industry, the preliminary operations already showing much promise. Therefore, whilst the country has distinct possibilities for the production of agricultural crops, one of which should certainly be cotton, Sir William states that progress will be slower than in Southern Rhodesia. The amount of cotton grown during 1926-27 season is estimated at 363 bales.

In summing up the prospects of cotton developments in Southern Rhodesia Sir William says that he could do no better than give the following extract from a report of the Secretary of the Department of Agriculture:

"The cotton crop, although in excess of the previous year's total, was disappointing, but to a certain extent this is accounted for by unsuitable weather and the poor class of seed used in a good many cases. The latter cause will to a great extent be remedied in time, and much useful work is at present being carried out at the cotton seed breeding station at Gatooma with a view to finding the varieties of cotton most suitable to the climatic conditions of this colony. There is no reason to anticipate that cotton should not eventually be profitably grown in Southern Rhodesia, but before this stage is reached a good deal of experimental work will have to be done.

"In both tobacco and cotton the inclination in many cases has been for growers to pin their faith to one crop, and the danger of doing so will probably only be realized by experience. It is most desirable that caution should be exercised in growing crops such as tobacco and cotton. A reasonable acreage well attended to is a much safer method to adopt and is likely to give more satisfactory results. In order to minimize the risk of total failure through the loss of any particular crop, mixed farming is most necessary, and this is probably being more and more recognized. The result of this is that cows, pigs and poultry are being given more attention, and in many cases are carrying farmers over lean years."

The production of cotton in Southern Rhodesia this season is estimated at 1,250 bales.

[Comment seems hardly necessary, for this report shows how dismal is the prospect of these African regions ever competing with the South in cotton growing.—Editor MANUFACTURERS RECORD.]

## First National Pecan Show.

Pecan growing is a Southern industry which has been making remarkably rapid growth in recent years. Some sections of the South have been receiving millions of dollars annually for this one product.

The Texas Agricultural and Mechanical College, in cooperation with Southern pecan growers, is preparing to hold at San Saba, Texas, on November 8 and 9 a national pecan show which will be the first of its kind in the country.

An active part will be taken by the pecan growers of Texas, Oklahoma, Louisiana, Arkansas, Alabama, Georgia, Florida and Mississippi.

Officers of the national show are E. J. Kyle, professor of horticulture at A. and M.; F. R. Brison, of A. and M., secretary; James F. Roseborough, A. and M., first vice-president. Other vice-presidents are T. P. Ridgeway, San Antonio; E. E. Rissien, San Saba; J. H. Burkett, Clyde; Col. Ike T. Pryor, San Antonio; F. T. Ramsey, Austin; W. J. Millican, Bend; E. C. Butterfield, Winona; all in Texas.

## An Alabama Town Sets an Example for All Others in Industrial Progress and Co-operative Spirit.

By W. J. BALDWIN, Director of Publicity, Alabama Power Company.

Completely exploding the fallacy that the small community is unable to finance and operate its own industries, that the Coastal Plain is not a suitable location for textile plants, that the native labor of the uplands sections is superior to that of the Coastal Plain, and that climatic conditions in that region militate against the successful operation of industrial plants, Geneva, Ala., a town of only 2500 people, located almost on the Florida line, lifts its head above the horizon of industrial progress and proclaims: "It can be done!" And it has been done, as an investigation of Geneva's remarkable achievement by a representative of the Gulf Electric Company discloses.

Thereby hangs a tale of community enterprise and industrial progress possibly unparalleled in the South.

Geneva has achieved prosperity through the promotion of five locally owned industries, yielding a payroll of \$250,000 annually. Its five industries, all of which are electrified and for which every dollar of the capital was furnished by local citizens, include a cotton mill, an underwear mill, a modern 8-stand cotton gin, a combination ice and co-operative cold storage plant, and a wholesale gasoline and oil distributing plant.

New jobs have been created for approximately 500 people,

was not very talkative and our friend was doing some thinking. He asked himself the old question. 'What's the matter with Geneva?' When we had a good cotton crop everybody paid his bills and business was fairly good in the late fall, winter and early spring. But we didn't always have a good crop. The result was that business was spotty and we never knew what to count on, and business can't thrive on uncertainty.

"Our friend came to the conclusion that his business and everything else in Geneva would never amount to anything as long as it depended entirely on agriculture for its prosperity, and that the farmers in the contiguous territory would never be prosperous as long as Geneva afforded no better market for their products. He knew that there was only one road to increased prosperity for his and other business, and the farmers in that section, and that was to create some industries with payrolls. He knew this section had all the requisites for a successful textile plant, but realized that it had little opportunity to compete with more favorably known sections for outside capital. So he went back to his office and dictated a subscription list to his stenographer and, taking the main street a few minutes later, in less than two hours he succeeded in getting about 60 local citizens to subscribe sufficient capital to finance a small cotton mill.

"Of course, there was only one thing we knew about a cotton mill, and that was that we didn't know anything



UP-TO-DATE PLANT OF GENEVA COTTON MILLS.

the assessed value of property of the city and county has been increased by several hundred thousand dollars, the population of the community has been increased, a new market has been created for the products of the farmers in the surrounding territory, and the business of every merchant, business and professional man in the community has been increased, in some instances as much as 40 per cent. And, what is more important, all profits, which are said to have been most satisfactory, have been distributed at home, further contributing to local prosperity. That is the record of Geneva's five home-owned enterprises.

"How did you do it?" one of the leaders in the town was asked. "Well, it was like this," he said; "one of our young fellows was getting a shave one day; the barber probably

about one. The first thing textile men told us was that a cotton mill didn't do so well in the Coastal Plain; but we couldn't see why, because we knew we had everything in our favor. So we employed a competent mill architect, who designed and built the mill from the ground up, and then we hired a good man to run it. The mill has been running continuously night and day for nearly four years, on narrow heavy sheeting, and it has made money from the day it started.

"That's the way we started the cotton mill; and the underwear mill, gin, oil and ice plants were started in about the same way. Altogether, there are probably 100 people in town who own stock in one or the other of the enterprises.

"There's nothing complicated about a town financing its

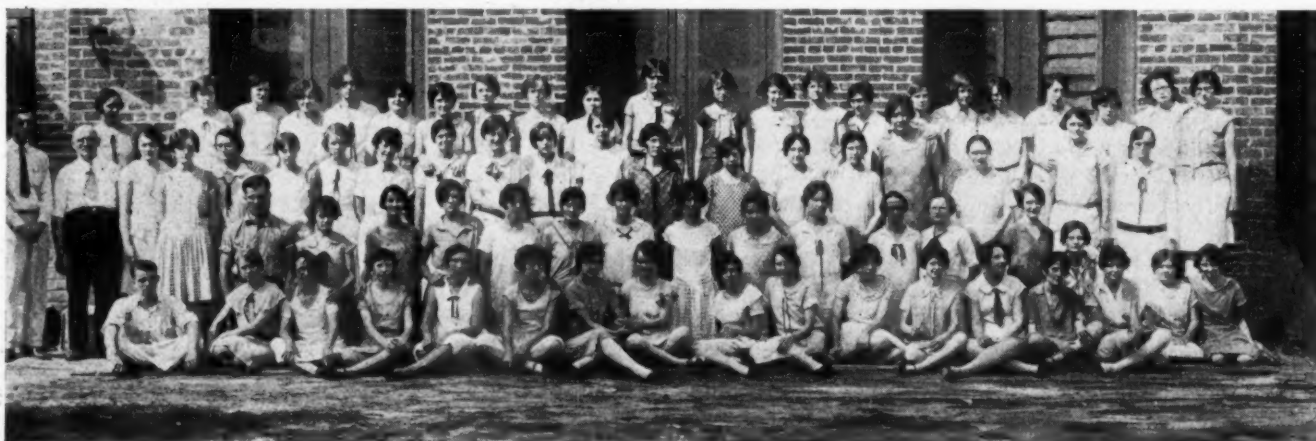


own industries. All it takes is a self-starter, a little money and a little common sense. That's about all there is to it."

To all appearances, Geneva isn't any different from a hundred other towns in Alabama or a hundred thousand in the United States. It has the regulation "Main street," a broad, paved and white-way lighted thoroughfare, on which abut the town's business houses. Its paved sidewalks, waterworks, sanitary sewage facilities, public school building and five churches are such as one would find in any town of 2500 people, and it obtains its power service from the Gulf Electric Company. Its "folks" are of the same ancestry as the

plished anything. Malcolm H. Harper is Geneva's Mayor and its Councilman are Joe E. Johnson, D. H. Morris, Jr., A. J. Latimar, C. D. Chapman and J. T. Watson.

The chief advantages of Alabama communities, outside of the industrialized areas, for the textile industry are lower taxes, more intelligent and efficient labor, lower living costs and cheaper power, according to C. C. Cobb, superintendent of the Geneva cotton mills. The reduced cost of heating his mill in the very mild climate of southeast Alabama effects an appreciable reduction in operating costs. The humidity of that region, because of its proximity to the Gulf coast, is



EMPLOYEES OF THE GENEVA UNDERWEAR MILL.

A remarkable group, when it is considered that every one of the 130 girls employed has had at least a grammar-school education. Some of them have college degrees and are former school teachers. All are of the highest type of young womanhood.

majority of Southerners and do not appear to be any different from those in any Southern small town. And, to complete the picture, a Mayor and five Councilmen rule Geneva's destiny.

But it is Geneva's "folks" that make it different. Somehow, Geneva has less of that small-town pettiness and jealousy that are the curse of so many communities and doom them as water-tank towns until they rise above it. This is evident even to an outsider. It is Geneva's history that her people pull together on anything for the town's good.

Of course, there are leaders in Geneva, as there must be in every town, and these men are largely responsible for its remarkable industrial development. Prominent among them are: W. O. Mulky, D. H. Morris, Jr., J. J. Johnson, Sr., James Johnson, C. D. Chapman, Watson Brothers, Jenkins & Early, Malcolm H. Harper and others. But these men voluntarily acknowledge that without the financial or moral support of the bulk of Geneva's families they could not have accom-

plished anything. Malcolm H. Harper is Geneva's Mayor and its Councilman are Joe E. Johnson, D. H. Morris, Jr., A. J. Latimar, C. D. Chapman and J. T. Watson.

more favorable, as to both operating conditions and costs, than in the so-called Piedmont section, he declared. It is interesting to know that the type of labor and working conditions in the Geneva mills are such as obtained in New England mills 50 to 70 years ago. In New England this situation underwent radical changes through the influx of foreign labor; whereas, in Geneva and throughout the South, the original situation not only has remained unchanged, but also promises to remain as it is for all time. In New England it is necessary for cotton mill superintendents and foremen to converse with the employes in many different languages; whereas, in the town of Geneva only one language is used.

The modern plant of the Geneva cotton mills houses 6720 spindles and 208 looms, its capacity having been increased 28 per cent since it began operation four years ago. All equipment is of the newest high-speed type. It manufactures



MAIN STREET OF GENEVA, ALABAMA.

This looks like the typical main street of the average small country town, and so it is. But read the story and see what the people of a small town can do in an industrial way when they make up their minds to it.

narrow heavy sheeting, using 5000 bales of local cotton annually, and gives employment to 250 workers, approximately 80 per cent of whom are women. All are employed on a piece-work basis. The 60 workers' houses, adjacent to the mill, contain every modern convenience, and each is provided with a flower plot in front and a vegetable garden in the rear. In the recreation center provided by the mill are a playground and a club house, in which is housed the vocational training school supported by the Federal Government, the State and the mill. Here the three "R's" and domestic science rekindle the spark of ambition in many men and women beyond school age who had long since given up hope of obtaining an education. Most of the male workers were formerly tenant farmers or laborers, and some of the women chopped and picked cotton, and did other laborious farm chores. Here in this village they have found less arduous duties, shorter hours, a greater income, an opportunity to obtain an education, more pleasant and healthful living conditions and altogether more happiness than they have ever known in their lives. Nearly 50 out of the 60 families have their own cars.

Intelligent and efficient labor is the hobby of T. F. Trimble, superintendent of the Geneva Underwear Mill, who attributes the superiority of the South in textiles primarily to its more intelligent, and therefore more efficient, labor and to its higher speed machinery.

"The Southern textile worker is a higher type than his Northern competitor," Mr. Trimble said. "He is quicker to learn, a better producer and far more tractable, my workers being more like one large family. I supervised the erection of this plant from the ground up, and we were in production in six weeks after completion without a single experienced worker."

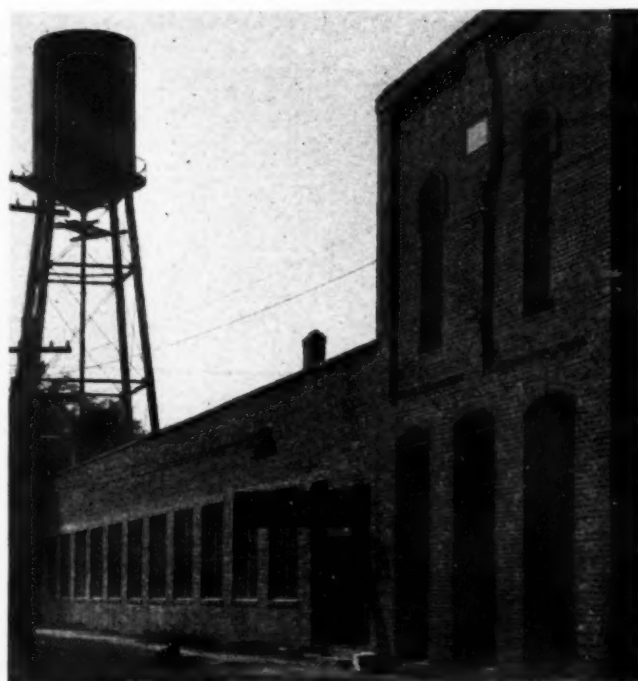
The Southern worker must be supervised in a kindly manner, if his full capacity is to be realized, Mr. Trimble pointed out, adding that the "hard boiled" tactics in vogue in many Northern plants would not work in the South for five minutes.

The underwear mill is what the old Westerners would call a "dude outfit." Among its 130 women workers are four college and 40 high-school graduates, and all have completed the seven primary grades. Several are ex-teachers, who now earn more and find their duties lighter than formerly. They average slightly over 20 years in age, and work strictly on a piecework basis. All are natives of Geneva county, a goodly number residing in Geneva and others on farms within a radius of 10 miles. Many have their own cars, in which they ride to and from work every day, picking up their neighbors en route. There are many cases of the daughters earning more than their farmer fathers. The whole enterprise is much like an old Swiss guild. Only those of the highest moral, educational and physical standards are employed. The result is that many are from the best families in that section and none suffers social ostracism because of her employment. The girls in this mill can be found in regular attendance at church services and active in Sunday school work, both in the churches located in Geneva and those in the rural districts. The operators of the mill attribute much of the success of the enterprise to the high morality of the employees. Upon resuming operation after a brief vacation shutdown, there were something like 200 applicants over and above the regular staff.

The plant is a new, modern, well-lighted and cooled building, housing 108 individually motor-driven sewing machines of the latest type and highest speed. Men's and boys' athletic underwear of several grades and styles and men's handkerchiefs are manufactured, an average of 325 dozen garments being made each day, although this capacity can be increased materially by making a few additions to the staff. These products are sold to the jobbing trade through a New

York sales connection and shipments have been made to practically every State. All materials are purchased as near home as possible, the webbing used being bought from a mill at Eufaula, Ala.

The new and modern 8-stand cotton gin of the Geneva Gin and Storage Company, the wholesale gasoline, kerosene and lubricating oil distribution plant of the Geneva Oil Company, and the Geneva Ice and Fuel Company's ice plant and co-operative cold storage plant, used principally by nearby farm-



GENEVA UNDERWEAR MILL.

ers for curing meat, are Geneva's other locally owned enterprises, all of which bring its payrolls of something like \$250,000 annually. Every dollar of the necessary operating capital is also furnished by Geneva.

But perhaps the most interesting phase of this unique case of local development is the direct effect of the distribution of these payrolls upon every business, trade and profession in the community, and the surrounding agricultural territory. The whole area has felt the stimulating effect of this new money. Something like 50 new homes have been erected in the past three years, where a new house was once a rarity. Bank deposits have increased materially. Merchants, motor-car dealers, filling station operators, building material dealers, drug stores, boarding houses, lawyers and doctors all report an increase in their business from 25 to 40 per cent. And Geneva now affords a better market for truck, dairy products, meat and other products grown by farmers in the surrounding territory than ever before.

Though now connected with the Gulf Electric Company's system, the capacity of the power line serving Geneva will shortly be increased. With the promise of more power, Geneva is turning its thoughts to increasing the capacity of its cotton and underwear mills. The taste of prosperity which these payrolls have given its people have only whetted their appetite for more. It has the capital and the labor; it soon will have more power, and its people have that indomitable courage which makes for community success.

Geneva already has pointed the way, and the indications are that its people will be enjoying the fruits of their foresight and courage years before many other cities, now idly twiddling their thumbs and waiting for some one to spread three or four industries in their laps.



# Industrial Survey of Florida Now Under Way.

By NATHAN MAYO, Commissioner of Agriculture.

In a recent letter regarding the industrial survey of Florida, it was suggested that the MANUFACTURERS RECORD should conduct the survey and it replied that it should not be suspected of special pleading, or to that effect.

The amount provided by the legislature for the survey was \$15,000, which of course was inadequate for a survey based on visits to all parts of every county by trained statisticians. In considering the problems presented, the State Department of Agriculture decided on three main lines of endeavor:

First: Florida's confidence in itself is spotted, and the first step toward renewed confidence is to bring Florida to a renewed faith in its basic stability.

Second: Capital being notoriously timid, yet since capital is pouring into Florida in large amounts for permanent investment in railroads, high power lines, etc., proof of that confidence in Florida should overcome Florida's own timidity; consequently, we have assembled data as evidence of the continued faith in Florida which large capital is showing.

Third: It was regarded as necessary that articles dealing with general subjects related to Florida should be prepared by people outside of Florida, to avoid both within the State and outside the State anything that looks like propaganda or that would be doubted in its thorough treatment of the subject.

If we can reassure Florida people themselves, then that spirit of reassurance will spread without any artificial efforts to boost or boom.

The industrial survey will naturally have four main aspects, as follow:

- a. Actual manufacturing, dependent upon power.
- b. General industry, not dependent necessarily upon power; as, for instance, the celery, potato and citrus industries.
- c. Aids to industries, such as railroads, highways, etc.
- d. Statistical tables.

With special articles in hand, the State Department of Agriculture will prepare certain introductory pages based upon the opinions of these writers, the general scope of our introductory articles to be somewhat as follows:

The Industrial Theory of Florida—(a) As affected by the present needs of our population; (b) as affected by Central and South American needs and products; (c) as affected by national markets in States to the north and west of us; (d) as affected by our taxation system—inheritance, severance, franchise, intangible income, etc.; (e) as affected by industrial laws of Florida and the United States tariff; (f) as affected by location.

The expansion of the above will be, according to our preliminary discussion, as follows:

1. Native resources—mineral (including soils), vegetable and animal: (a) Their present uses; (b) their potential uses.
2. Imported materials—mineral (metallic and non-metallic), vegetable (fiber and food products, etc.), and animal (meats, dairy products, etc.): (a) Their present uses; (b) their potential uses.
3. Power: (a) Steam; (b) electric (hydro and steam); (c) internal combustion.
4. Labor in its effect on industries: (a) Present labor conditions and scales of wages; (b) sources of home labor; (c) industrial immigration.
5. Manufacturing in general.
6. Agricultural efforts, constituting industries, as citrus, bulbs, ferns, etc.
7. Transportation in its effect on industries: (a) By rail; (b) by water—ports and canals. (State, local and United States work); (c) by highways; (d) by air.
8. Finance in its effect on industries: (a) Home capital; (b) outside capital.
9. Public Utilities, other than power: (a) telephone; (b) telegraph; (c) electric light; (d) water supply; (e) street railways.
10. Shipbuilding potentialities.
11. Tourist and climatic values.
12. Drainage enterprises.
13. Statistics: (a) Past and present industry; (b) county surveys (condensed) showing taxable value, bonded indebted-

ness, millage, etc.; (c) educational survey (condensed) showing buildings, property values, ratings of schools, colleges, universities, etc.; (d) postoffice statistics as proof of development; (e) vital statistics.

The most significant point brought out by our industrial survey will be, I feel sure, the increasing use of electric power, both in incorporated places and in rural districts. In other words, from the industrial point of view we shall be able to show that large and small industries can be located near to their sources of supply at many points in the State by reason of the extension of high-power lines throughout the State. The location of industries at points that prove most convenient will, by reason of our system of highways, and the use of motor vehicles, give the rural location equalized advantages with the urban location. Both urban and rural manufacturing will be distinctive features of industrial Florida in the next few years, in my opinion.

## A Phoenix Iron Company Anniversary.

On the various anniversaries observed by great American business concerns this year, none in its way is of greater interest and significance than the centennial celebration of the Phoenix Iron Company, Phoenixville, Pa., under one ownership. As a matter of fact, the business of the company is said to have been started between 137 and 143 years ago, but it was in 1827 that the Reeves family became the owner and has continued as the owner ever since.

According to E. C. Kreutzberg in the Iron Trade Review, the present Phoenix Company originated in a rolling and slitting mill and a nail factory established by Benjamin Longstreth in 1790, and the site of the old rolling mill now is occupied by the Phoenix Company's gray iron foundry. At first, the company was interested chiefly in nails, but later became a pioneer in the manufacture of iron rails and also rolled the first structural shapes produced in this country, and developed the Phoenix column. Further, as time went on, it progressed from hand to water power and to steam and electricity. In the War between the States, it manufactured munitions and also developed and manufactured the celebrated Griffon cannon.

From Phoenixville, says Mr. Kreutzberg's article, the operations expanded to plants in Havre de Grace, Md., and Norristown and Safe Harbor, Pa., until the production of pig iron at those places became uneconomic. At present, the plant is devoted to open-hearth furnaces, rolling mills and auxiliary departments, and it is a substantial factor in the structural industry in the East. Industrial history was made by the company in 1825, when, for the first time in the country, steam was generated at the plant successfully with anthracite coal, the unit being a 100-horsepower engine, built by Mark Stackhouse.

So, in 1827, the Phoenix works were purchased by Firman Leaming, Benjamin Reeves, David Reeves, James Whitaker and Joseph Whitaker, with control in the hands of the Reeves brothers, who already were well known in the iron business. Improvements were installed in the plant and a period of expansion and development was begun which has continued to the present day. Recently, the company installed a continuous oil-burning, billet heating furnace at the 24-inch mill. David Reeves remained head of the concern from 1827 until his death in 1871, when Samuel J. Reeves became the chief executive till his death in 1878. From that time, David Reeves held the reins until he died, in 1923; then, Samuel J. Reeves became president and still holds that position.

## \$20,000,000 in New Buildings at Oklahoma City.

A BRIEF OUTLINE OF CONSTRUCTION WORK CONTEMPLATED AND UNDER WAY.

[Special Correspondence Manufacturers Record.]

Oklahoma City, October 15.

Recently completed buildings in Oklahoma City, those in course of construction and structures on which work will begin before the end of this year, involve the expenditure of well over \$20,000,000, according to the best figures obtainable. Building permits for the first eight months of this year have aggregated more than \$8,500,000; this, of course, does not include permits on buildings finished this year, but on which construction was begun in 1926, nor does it include proposed construction projects.

Nine important structures, including the Perrine Building, which cost about \$1,200,000, and the Petroleum Building, which cost \$750,000, have been completed since January 1, 1927. The total cost of these buildings is around \$3,235,000. Eight other buildings of importance are under contract and construction has been started for an aggregate value of about \$3,575,000. Included is the new office building of the Southwestern Bell Telephone Company, \$1,250,000; the new building of the Oklahoma Gas and Electric Company, \$1,000,000; the Robert-Wells Hotel, \$400,000, and the Aberdeen Apartment hotel, \$350,000.

A larger expenditure is involved in proposed buildings, most of which are said to be certain to start in the near future. Thirteen new buildings are comprised in the list, including a 24-story hotel estimated to cost \$2,000,000. There also is the matter of the Union Station, which has agitated the city for some time, and which is still believed may be

in Oklahoma City every hour of each working day. Most of the permits are for moderate sized homes, five and six rooms. A few high-priced, elaborately equipped residences and a number of small apartment houses have been constructed in certain districts.

A movement is being launched for a \$2,000,000 public school improvement program. Oklahoma County, of which Oklahoma City is the county seat, on August 23 voted bonds to the extent of \$1,650,000 for hard-surfacing and improving roads in the county.

An important construction project is the Municipal Airport, four miles from the center of the city. The tract con-



THE OLD AND THE NEW.

At left, old Pioneer Telephone building, to be razed next year and new structure erected. - At right, new Southwestern Bell Telephone building, now under construction.

secured. The cost of the station, new yards and terminals incident thereto is expected to reach \$5,000,000.

There is more residential building going on in Oklahoma City now than at any other time in the history of the city. Approximately one-third of the total of building permits the past year have been for this type of construction. According to records in the Building Commissioner's Office, since January 1, 1927, an average of one new house has been completed

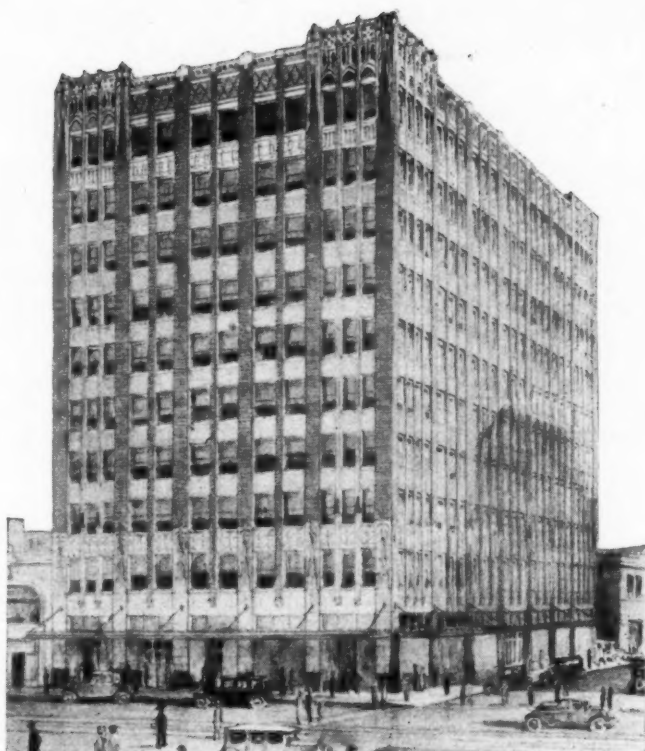


\$1,200,000 PERRINE BUILDING, RECENTLY COMPLETED. AT REAR IS FIRST NATIONAL BANK BUILDING.

contains 160 acres and has been leased by the Chamber of Commerce for a period of ten years. The Chamber is developing the property into one of the best airports in this part of the country, meeting all governmental requirements as a Grade A field. The lighting has been installed, also hangars and passenger station and other equipment for the use of air mail, express and passenger service. Air mail was established here April 12, 1926 and passenger and express service began September 1 of this year. More passenger tickets have been sold at Oklahoma City by this line than in any other city on the line between Dallas and Chicago. Immediate expenditures on equipment, hangars, etc., will exceed \$50,000.

There is a large amount of improvement in the form of paving and sewer construction. It is estimated by the City Engineer that since January 1 approximately ten miles of sanitary sewers have been installed, and plans for four or five miles are already under way, for construction within the next six months. Sixty blocks of paved streets have been laid this year, and the next six months will probably see





TEN-STORY COMMERCE EXCHANGE BUILDING, TO BE  
ERECTED AT COST OF \$775,000.

*A brief summary of important structures recently completed, now under construction and proposed.*

**Commercial and Industrial Buildings Completed Since  
January 1, 1927.**

Petroleum Building—18-story office building.....	\$750,000
Scrivner-Stevens Company—1-story wholesale house.....	200,000
Wesley Hospital—3-story addition.....	160,000
Perrine Building—12-story office building.....	1,200,000
Hunzicker Building—3-story wholesale house.....	100,000
Mid-Continent Life Insurance Company—3-story home office building .....	350,000
Automobile Hotel—7 story.....	200,000
Herriman Apartment Hotel—5 story.....	200,000
Acme Milling Company—200,000-bushel grain elevator...	75,000

Total ..... \$3,235,000

**Commercial and Industrial Buildings Under Construction  
or Under Contract.**

Southwestern Bell Telephone Company—14-story office building. Contract for superstructure not let; founda- tion almost complete.....	\$1,250,000
Oklahoma Gas and Electric Company—6-story superstruc- ture. Contractor, J. H. Frederickson Construction Company. (The cost given includes construction of conduits and other work incident to change in location)	1,000,000
Crane Company—3-story wholesale plumbers' supplies. Contractor, J. W. Mann.....	150,000
The Plaza—2-story store building. Contractors, Reinhart & Donovan. Owner, John D. Thomas.....	150,000
Oklahoma City General Hospital Addition. Contractors, Kreipke Construction Company.....	150,000
Roberts-Wells Hotel—10-story. Contractors, Brandes & Garbett, Tulsa. Owners, C. L. Roberts and E. L. Wells, Tulsa .....	400,000
Aberdeen Apartment Hotel—7-story. Contractors, Chas. Dunning Construction Company. Owner, J. O. Parr...	350,000
St. Anthony Hospital Addition—3-story. Contractors, Peltier & Fitzgibbons. Owners, Sisters of Mercy.....	125,000

Total ..... \$3,575,000

**Buildings Proposed.**

Travhoma Hotel—12-story, for Oklahoma Travelers' Ass'n	\$500,000
Wesley Methodist Episcopal Church.....	150,000
Crippled Children's Hospital, Oklahoma State University.	350,000
University of Oklahoma Medical School Building.....	250,000
Oklahoma City Building and Loan Association—8-story office building .....	500,000
Sieber Apartment Hotel—5-story.....	230,000
Commerce Exchange Building—10-story office building...	775,000
Public Market Building, John J. Harden.....	250,000
Terminal Building—3-story office building addition, R. J. Edwards .....	200,000
Federal Building Addition, U. S. Postoffice Department..	750,000
Hotel—24-story, Moreau & Hoover.....	2,000,000
Oklahoma City University Fine Arts Building.....	150,000
Terminal Grain Elevator—1,000,000-bushel.....	500,000

Total ..... \$6,605,000

the completion of 30 or 40 blocks more. Plans for the opening of Walker Street through five blocks of the downtown section are almost complete, a bond issue for this purpose having been passed at a recent city election. This work will be under way shortly.

Two new sewage disposal plants provided for in a city bond issue of \$950,000 last year will soon be ready. One plant has been completed and is in use, and the other will be ready for operation in November.

The Public Park improvement budget for the coming year provides for the expenditure of \$55,000 for playgrounds.

Plans are now being made for a \$1,000,000 bond issue to construct additional water conduits and mains, and the necessary funds will no doubt be voted within a very short time.

The Oklahoma Gas and Electric Company, which provides light, power and gas for the city, has announced plans for



PETROLEUM BUILDING.

This new structure, completed at a cost of \$750,000, is the highest building in Oklahoma City. The tower at the top is shaped like an oil derrick and is illuminated at night to show an oil pump in operation.

enlarging immediately its generating plant from 47,000 horsepower capacity to 81,000 horsepower. Practically all the electric lines in the downtown section have been placed in underground conduits. The company also has under construction a new home office building at a cost of \$1,000,000.

The Southwestern Bell Telephone Company is starting the construction of a \$1,250,000 office building, an addition to its already large plant here. It has also been announced that approximately \$1,000,000 will be spent for new equipment to be installed in the city within the next year.

### Navy Day on Roosevelt's Birthday.

Announcement is made by the Navy League of the United States that Navy Day this year will be observed, as usual, on the birthday of the late Theodore Roosevelt, October 27, and will be made an occasion largely for paying tribute to the memory of former President Roosevelt, at one time Assistant Secretary of the Navy. As expressed by President Walter Bruce Howe of the Navy League in a letter to Secretary Wilbur of the Navy Department:

"The United States today has the largest number of enfranchised citizens who are experienced in self-government of any country in the world. Its wealth is more than one-third the total wealth of the world. Its foreign trade exceeds \$10,000,000,000 annually. It has changed from the food-exporting economy of the Nineteenth Century until now it imports much more food than it sells abroad. Many individuals rely on the foreign markets to absorb a large part of their products and are dependent on these markets to insure full employment and high wages.

"Our foreign trade, in brief, is the margin of our prosperity. No thoughtful American would fail to promote and maintain it.

"The importance of an American-owned merchant marine and of adequate naval protection to the security of this foreign trade are not as generally realized as they should be. For this reason, in the annual observance of Navy Day on October 27, the sponsors of the observance wish to call especial attention to the three fundamentals of sea power, namely, foreign trade, merchant marine and naval protection.

"On Navy Day, this year, as in the past, its sponsors wish also to pay a tribute to the importance of the Navy in our national life and wish to request the same cordial co-operation of the Navy Department and the Naval Service they have always had on former occasions."

In his reply, Secretary Wilbur said, in part:

"The purpose of the Navy League to stress the importance of foreign trade to our country, and the need of a merchant marine and an adequate navy to serve and protect the expanding commerce of the United States, is indeed one that should be given hearty support. The merchant marine, essential to the economic development of our country in time of peace, becomes a vital element of national defense in time of war. Its building up and development with vision and resolution is a subject of importance to every citizen.

"The birthday of Theodore Roosevelt, who saw so clearly the relation of sea power to the growth of the Nation in world influence and prosperity, is surely an appropriate day for this observance. The Navy greatly appreciates the work which the Navy League and other patriotic organizations have accomplished in making clear to the people of the United States the meaning of sea power, and in furthering a better understanding in regard to the organization and traditions of the Naval Service."

The Navy Department will assist and participate in the observance of the day.

### Southern Textile Association Meets at Birmingham.

The semi-annual convention of the Southern Textile Association is to be held at Birmingham, October 28 and 29. Increased efficiency, European cotton manufacturing and other vital problems will be discussed, according to J. M. Gregg, secretary of the association.

### Boston Engineers Complete a Great Engineering Development Project in Florida.

Tampa, Fla., October 12—[Special.]—The entire acreage of Davis Island in Tampa bay, the spectacular development conceived and begun by the late D. P. Davis, has been completed, according to announcement from officials of Stone & Webster, Inc., of Boston, present executive managers of the project.

This new city area consisting of 832 acres of land seven and one-half feet above mean low tide, has been pumped from the bottom of Tampa bay by hydraulic dredges and encircled by a massive concrete seawall. Six yacht basins, each encircled by the seawall, have also been completed.

Davis Islands was conceived by D. P. Davis, whose meteoric rise to fame and fortune was probably the outstanding feature of the Florida real estate boom. Davis, a former Tampa newsboy, returned to his native city after amassing a small fortune in development activities on the lower Florida east coast. His plan for the development of a series of delta isles in the mouth of the Hillsboro river was accepted by the city and in October, 1924, he began the task of building a great city area in the shadow of Tampa's business section.

Today Davis Islands is regarded as one of the south's most successful real estate projects. Hundreds of families are living in beautiful homes that have been completed and occupied, miles of streets, sidewalks and utilities have been installed, and many hotels, apartments and clubs erected. The new city area of which Davis dreamed has become a reality and millions of dollars worth of taxable property has been added to the city of Tampa.

As an engineering accomplishment Davis Islands is considered one of the outstanding feats of the South's development history. Machinery valued at approximately \$4,500,000 has been employed in its completion by Stone & Webster, Inc. Six giant hydraulic dredges have pumped nearly 12,000,000 cubic yards of fill—enough sand to cover all of Central Park in New York City to a depth of nearly eight feet. In three years the unsightly mud flats in Tampa bay have been transformed into a residential and resort area of the highest type. And millions have been expended for buildings, including a new \$1,250,000 municipal hospital the city of Tampa erected on its own park property there.

Stone & Webster, Inc., one of the largest financing and engineering organizations in the world, became interested in Davis Islands just one year ago. Under the executive management of this firm the development program has proceeded with a speed that has eclipsed all former Florida records for construction.

### \$11,391,063 for Georgia's Bright Tobacco Crop.

Georgia's bright tobacco crop in 1927 sold for \$11,391,063 from 63,000 acres, an average of \$174 an acre, according to the October issue of "Georgia" published by the Georgia Association, Atlanta. The issue is devoted to the Georgia tobacco belt and features the enterprising communities in that section which are offering opportunities in farm ownership and educational and social advantages to experienced tobacco growers seeking new locations.

### \$1,500,000 Tennessee School Bonds Sold.

School bonds in the amount of \$1,500,000 have been sold by the Tennessee State Funding Board, Nashville, according to a telegram from Frank S. Hall, secretary, who states that the National City Company, New York, was the purchaser of \$500,000 of 4 per cent building bonds for the University of Tennessee, at \$500,395, and of \$1,000,000 rural school building and repair bonds, at \$1,000,790.



## Increase Cotton Consumption, Thereby Increasing Production, Which in Turn Will Increase Prosperity for the Whole Country.

"It is a mystery to me," says Harry H. Wilson, commissioner of agriculture of Louisiana, "why our farmers, and especially Southern farmers, do not demand and insist upon the further increased consumption of their main staple money crop, cotton. Cotton consumption can be increased by the use of cotton bagging for wrapping every bale of cotton, by the use of cotton sacks on every sack of feed, food and fertilizer and, in fact, everything that is now used where cotton can take its place.

"If we can find new uses for 2,000,000 additional bales of cotton at a fair price, just think of the added prosperity that it would mean, not only to the South, but also to the whole United States. It would mean 2,000,000 more bales to be picked, the labor cost of which is about \$13 to \$14 a bale. It would mean 2,000,000 more bales to be ginned, which now costs \$3.50 a bale. It would mean 2,000,000 more bales to be transported by the railroads and give additional work for our railroad men. It would mean 2,000,000 more bales to be stored, in some warehouse, somewhere. It would mean 2,000,000 more bales for the middlemen to get a commission on.

"If we will practice what a great many city and town folks preach to the farmers, 'Live at home,' by using cotton grown in the United States, instead of jute and burlap grown in India and produced by pauper labor, we will put to work many new spindles in our cotton mills to work up 2,000,000 more bales of American cotton, to cover our American products. If this is done, many thousand more men, women and girls will be given employment at these spindles.

"If the cotton growers of the South had some assurance that one or two additional million bales would not cause a surplus and break the cotton market and wreck the cotton farmer, what a prosperous country this would be. It has been my experience that when the price of cotton is good, the whole country is prosperous. It is a well-known fact that over 75 per cent of the money that is received by the cotton farmers is spent for products that are made or grown in the North, East and West. So the cotton farmers' prosperity is reflected to every section of this country.

"Senator Joseph E. Ransdell of Louisiana expects to introduce the following three bills when Congress convenes in December, to assist in this very important movement:

"1. That cotton shall be sold at net weight, instead of gross weight.

"2. To amend the Tariff law to lay a duty on raw jute and increase very materially the duty on burlap and manufactured commodities made of jute—in fact, all jute products.

"3. Requiring the Interstate Commerce Commission to establish and enforce preferential rates on shipments of cotton based upon the cubic contents of the bale.

"If we can get these three measures enacted, it will make it possible at once to use cotton instead of jute for all of our farm commodities. Then, what a wonderfully prosperous country we would have if our farmers could grow 18,000,000 to 20,000,000 bales of cotton and receive a fair price for it.

"We appeal to every good American to get behind this great movement and help the South, which will help the whole nation."

In this connection, J. M. Moore, chief of the market division of the Alabama Agricultural and Industrial Department, offers resolutions for the increased use of cotton adopted by the farmers of Fayette county, and states that several hundred replies have been received from Alabama cotton ginner,

and from manufacturers of feed, cottonseed meal, flour and fertilizer throughout the country, endorsing the resolutions which embrace the following:

The first resolution "insists that a similar uniform amount and weight of bagging and ties put into effect in all the other cotton producing States would result in a greater saving to Alabama farmers, and extend the same saving to every other cotton farmer."

In the second resolution, State officials and other influential individuals and organizations are urged "to call upon the Georgia and South Carolina farm bureau federations, to announce to the legislatures of Georgia and South Carolina that the entire cotton belt, with the exception of these two States, is now ready to put cotton on a net weight basis of sale, and to urge their legislatures to remove, for the benefit of their farmers and the farmers throughout the cotton belt, beginning with the sale of the 1928 cotton crop, the legal technicalities in the laws of their States from the present obstruction."

The farmers, in the third resolution, "appeal to every cotton ginner in Alabama to use cotton bagging to supply his needs, and to the Alabama Ginners Association to adopt cotton bagging for use another season, exclusively."

The fourth resolution "commends the fertilizer manufacturers for their use of the cotton bags in 1926, and the State Department of Agriculture and Industries for its furtherance of the cause of bringing about a wider use of cotton bags, and most earnestly calls upon all fertilizer manufacturers to adopt the use of cotton bags, exclusively, for carrying fertilizer with which to produce our 1928 crops." The use of cotton bags for flour, feeds, cement and other products is urged in the fifth resolution.

In conclusion, the sixth resolution declares that the Congress is manifestly unfair and unjust to the cotton growers and unmindful of the country's need of their strong purchasing power, under its established policy of protection of American industry from economic slavery, and we, therefore, appeal to the Congress, and to the Representatives and Senators of Alabama to plead our case, to levy a duty on foreign jute that will bar those products from use in America until after the annually produced lower grades of cotton are consumed."

### Charlotte, N. C., Has Fine Book.

The Chamber of Commerce, Charlotte, N. C., has published a book of 56 large pages giving complete information about that city and its environs. Charlotte, which was named for Queen Charlotte of England, is called "Queen City of the South" and is widely known as a diversified industrial community and a commercial center. The book says: "In Charlotte, as in most cities of North Carolina, the pure Anglo-Saxon and Scotch predominate. Hundreds of English speaking people are coming in from Northern, Eastern and Mid-Western States to join with these people to build Charlotte. \* \* \* In the entire state of North Carolina the foreign-born population is less than 1 per cent." The reading matter in the book abounds with interest and the pictures throughout are of superior quality. The whole composes an accurate, entertaining and valuable presentation of the city and its advantages.

## Progress on \$2,000,000 Heyburn Building in Louisville.

Construction is progressing on the \$2,000,000 Heyburn Building in Louisville, Ky., which is being erected by the Heyburn Building Company of that city. The structure is 17 stories and basement, 212 by 156 feet, of granite, Indiana limestone, terra cotta and face brick, with concrete foundation, structural steel frame, hollow tile arch floors, and built-



HEYBURN STORE AND OFFICE BUILDING, LOUISVILLE.

up asphalt roof. Space will be provided in the basement for storage, rentable space, corridors and toilets, while the first floor will contain two street entrances, arcades, elevator lobby and space for 20 stores. The second floor will contain space for corridors, elevator lobby and 29 shops and the 15 floors above devoted to offices. Of these the first seven floors will be equipped with compressed air, gas and other facilities for doctors and dentists. The building will be equipped with an ice water drinking fountain on each floor, ventilating system for all toilet and locker rooms, vapor system of heating with direct radiation, automatic sprinkler system in basement and first and second floors and five high speed and one low speed

elevator. Graham, Anderson, Probst & White of Chicago, are the architects, and the Struck Construction Company, Louisville, general contractors. Other contracts have been awarded as follows, the indicated firms being located at Louisville, unless otherwise stated:

Electric wiring—F. A. Clegg & Co.  
Boilers—Henry Vogt Machine Co.  
Stack lining—Walter L. Lacy Co.  
Heating and ventilating—F. A. Clegg & Co.  
Plumbing, gas fitting—Crescent Plumbing & Heating Co.  
Finished hardware, lighting fixtures, window shades and other materials—Belknap Hardware & Manufacturing Co.  
Steel erection—Oscar Daniels Co., Chicago.  
Structural steel—Jones & Laughlin Steel Corp., Pittsburgh.  
Stokers—Illinois Stoker Co., Alton, Ill.  
Sewage ejector—Economy Pumping & Mch. Co., Chicago.  
Mail chute—Cutler Mail Chute Co., Rochester, N. Y.  
Steel inspection—Robert W. Hunt Co., Chicago.  
Refrigerating plant—Carbondale Machine Co., Chicago.  
Sprinklers—Globe Automatic Sprinkler Co., Philadelphia.  
Ash conveyor—Conveyors Corporation of America, Chicago.

The following sub contracts have been awarded:

Excavation—Highland Motor Transfer Co.  
Underpinning—Spencer, White & Prentiss, Detroit, Mich.  
Granite, etc.—Peter & Burghard Stone Co., Louisville.  
Terra cotta—North Western Terra Cotta Co., Chicago.  
Brick work—J. R. Payne Co.  
Millwork—Anderson Manufacturing Co.  
Hollow tile floors—T. G. Nichols Co., Chicago.  
Ornamental iron—Builders Iron Works, St. Louis, Mo.  
Reinforcing steel—Laclede Steel Co., St. Louis, Mo.  
Plastering—William P. Bannon.  
Hollow metal doors—Dahlstrom Metallic Door Co., Jamestown, N. Y.  
Hollow metal windows—J. F. Wagner's Sons Co.  
Hollow tile partitions—Southern Fireproofing Co., Atlanta.  
Marble and non-slip tile—Peter & Burghard Stone Co.  
Terrazzo—American Mosaic and Tile Co.  
Glass and glazing—Wolf Blitz Glass Co.  
Painting—J. L. Strassell Co.  
Roofing—Walter L. Lacy Co.  
Models—McNulty Brothers Co., Chicago.  
Weather strips—W. R. Lear & Son.  
Ventilating—Liberty Blow Pipe Works.  
Tanks—Henry Vogt Machine Co.  
Hauling—A. H. Bowman Co.

Major items of materials furnished by the following:

Cement—Louisville Cement Co.  
Gravel and sand—Ohio River Sand Co.  
Face brick—Kittanning Brick and Fire Clay Co., Pittsburgh.  
Common brick, hollow tile—Coral Ridge Clay Products Co.  
Hollow tile—P. Bannon Pipe Co.  
Lime—Louisville Builders Supply Co.  
Brixment—Louisville Cement Co.  
Ornamental iron—Builders Iron Works, St. Louis.  
Lumber—W. R. Willett Lumber Co.  
Celite—Celite Products Co., New York.  
Floor hardener—Master Builders Co., Cleveland, O.  
Directory board—Tablet and Ticket Co., Chicago.  
Window anchors—American Window Safety Device Co., Chicago.  
Weatherstrips—Sager Metal Weather Strip Co.  
Oxygen and acetylene—Kentucky Oxygen-Hydrogen Co.  
Fire and house pumps—The Goulds Manufacturing Co., Seneca Falls, N. Y.  
Hot water heater—O. E. Franke Heater and Engineering Co., Buffalo, N. Y.  
Air compressor—Worthington Pump and Machinery Corp., Chicago.  
Gas hot water heater—The Hoffman Heater Co.  
Elevator motors and generators—General Electric Co., Schenectady, N. Y.  
Elevator machine—American Elevator and Machine Co.  
Fire brick—Louisville Fire Brick Co.  
Elevator signals and interlocks—Graham & Norton Co., New York.  
Elevator cars—The Van Doorn Co., Quincy, Ill.  
Principal items of equipment were supplied as follows:  
Steam shovel—Erie Steam Shovel Co., Erie, Pa.  
Concrete mixers—T. L. Smith Co., Milwaukee, Wis.  
Air compressors—Ingersoll-Rand Co., New York.  
Hoists—Thomas Elevator Co., Chicago.



# Adaptation as Well as Diversification Needed in Southern Agriculture.

[Special Correspondence Manufacturers Record.]

McAlester, Okla., October 15.

Adaptation rather than so much diversification is the important element in solving the agricultural problem of the South, in the opinion of Frank C. Higginbotham, city manager of McAlester, and for many years county agricultural agent. But before there can be any adaptation of crops to suit the conditions of the soil and climate, there must be training given the farmers themselves in the growing of such crops as are adapted to the various sections, Mr. Higginbotham believes.

"There has been much said about diversification of crops in the South," Mr. Higginbotham told a representative of the MANUFACTURERS RECORD, "but the trouble is that the farmer has no practical knowledge of how to produce the various crops he is told he should grow in carrying out such a program.

"It is all very well, and undoubtedly true, that the only way to realize any profit from feed crops is to turn the feed into some concentrated form that finds a ready market. Dairying and the production particularly of cream, hogs and poultry, would come under such a category. But the average Southern farmer has no working knowledge of dairying, nor does he understand raising poultry or hogs on a scale that would be necessary to provide an outlet for his feed, if he devoted his farm to feed stuffs.

"As a matter of fact the urge of diversification has only resulted in many farmers trying to do a lot of things they knew nothing about doing, and making a dismal failure. It has also resulted in an attempt to grow certain crops on soils utterly unsuited to them, and under adverse conditions that have been sure to end in failure. And then the farmer loses heart.

"I think the real solution goes away back, and must begin with our Department of Agriculture at Washington. Surveys and analysis of soils should be made over every section of the country, to determine what crops will do best under the existing soil and climatic conditions. Taking this information as a basis, another survey with reference to the supply and demand of all agricultural products should be made. Then official advice, based upon the results of these surveys, could be given both as to the feasibility and advisability of producing various crops in every section of the United States.

"It would be time enough then to provide instructors to the farmers in growing the crops most advisable under all the circumstances in their localities. And such instruction would have to be given."

Southeastern Oklahoma, Mr. Higginbotham pointed out, may not be particularly prosperous just now. For years some of the farms have not earned enough to pay taxes. Cotton in the section has been more or less of a failure for ten years. Isolated localities have overcome the difficulty by changing to other crops. Choctaw county, for example, has met with some success growing potatoes. In some sections peanuts have been grown to advantage. But as a rule the farmers have been looking to cotton as their "money" crop, and many of them know little else but cotton.

"Every farmer has to have a money crop, and to insure his prosperity it must be a fairly certain crop, both in point of production and of demand after it is produced," Mr. Higginbotham says. "He can, and does, raise much of what he uses, both for his family and for his stock. But he must have something upon which he can depend for ready money,

to pay his taxes, clothe his family, and for the other demands made upon him.

"This year there has been an extra good corn crop in this vicinity. Corn, I think, will average 38 to 40 bushels to the acre all over Pittsburg county. But there is no demand for it, and with freight rates as they are, we cannot compete on the Kansas City market. And the farmers here know nothing about turning their corn into concentrated products that would find an available market."

[With the second shortest corn crop since 1903 every bushel of corn raised in the United States will be in demand before another crop can be produced.—Editor MANUFACTURERS RECORD.]

An interesting experiment is being carried on by Mr. Higginbotham just now. Late last fall he learned that a large farm, owned by a doctor in Michigan, had not been making enough to pay taxes for several years. It looked like a good chance to put some of his ideas into effect, Mr. Higginbotham believed, so he wrote the doctor and offered to take charge of it. An arrangement was made, and Mr. Higginbotham began looking for a farmer who was first honest, and then intelligent and active enough to accept suggestions. He put the farmer out on the place, on shares.

"I had to sell about half the cattle, there were about 20 head, and several of the hogs, to pay the taxes," Mr. Higginbotham said. "But we went to it. We put in a separator, the first one the farmer ever had seen, and started selling cream. That gave the tenant some ready money. Then we planted a lot of feed, started building up the hogs and cattle, put in some good poultry, and got to going. We have cleared over \$1000 from the farm since January 1, have built the cattle back up to about 20 head, have a good start on hogs and chickens, have enough feed to take care of the stock this winter, including a big silo and enough sorghum to fill it, and neither my tenant nor myself are worrying any over the utter failure of some 20 acres of cotton he planted.

"The farmer is fairly typical of this region. He knew very little but cotton, but he had sense enough to accept suggestions. He is as busy as he can be—I don't even get a chance to talk to him except while he works, and he is making more money than he has in a long while. The owner of the farm will get a profit this year, instead of digging down in his pockets for money to pay taxes, and the community is much better off."

## For Water Supply and Fire Protection.

Mayor G. Y. Blaize of Bay St. Louis, Miss., advises that contract has been awarded to the American Rubber Company of San Francisco, Cal., for fire hose and other fire equipment in connection with the establishment of water supply and fire protection facilities. Contract has also been awarded to the Columbian Iron Works, Chattanooga, Tenn., for fire plugs but bids have been rejected for drilling artesian wells. New bids for the well-drilling will be opened on November 5, the wells to be six and eight inches.

## Fort Lauderdale, Fla.

A folder in colors issued by the Chamber of Commerce, Fort Lauderdale, Fla., presents most attractively by means of letterpress and pictures the charms of that resort on the East Coast of that State. Not the least valuable feature of the information is the list of hotels and apartments and their rates for the month and for the season.

### A Great Printing Plant Turning Out a Wide Variety of Work.

A number of exceptionally interesting and beautifully printed circulars, pamphlets and books have come to the MANUFACTURERS RECORD from Fleet-McGinley, Inc., the printers of this paper. Among these samples of fine printing is a text book entitled "Physics Manual for the Instruction of Midshipmen" for the United States Naval Academy. This manual, as may easily be judged by its name, is technical to the extreme and required a vast amount of difficult typesetting. The contract for its publication was given to Fleet-McGinley, Inc., by the Naval Academy.

Another publication is the October number of the Congressional Digest, a monthly magazine which carries under its title the following:

"Not an official organ; not controlled by, nor under the influence of any party, interest, class or sect."

And it is all the better for not being an organ. The special feature of the October number covers "The Problems of Copyright Revision," discussed from many points of view, and covering a vast amount of information essential to all interested in copyright questions.

Another is a descriptive folder, embellished with particularly attractive cuts in color, issued by the Reol Refrigerator Company of Baltimore, builders of refrigerators for all purposes, including restaurants, hotels, hospitals, clubs, markets, stores and for the home. No one can study the beautifully colored cuts presented in this circular without being strongly attracted to the refrigerators so splendidly illustrated and described. Another pamphlet is the October issue of Gada News, published monthly in the interest of Garage and Accessories Dealers Association. The Gada News gives a large amount of information on questions pertaining to garages and to dealers in accessories.

Another pamphlet coming from the same printing office is Circular No. 317 issued by the Scientific Section of the Educational Bureau of the American Paint and Varnish Manufacturers Association. This covers many phases of painting and varnishing, giving information on various subjects invaluable to painters and others who are studying problems connected with that industry.

The Wilson-Nash Notes, issued by the Wilson-Nash Motors Company, Cathedral street, Baltimore, is an interesting little circular containing some helpful hints to motorists, and extracts from statements of different men, including a bit of poetry entitled "The Great Light." A brief item entitled "And Life Moves On," is worth studying. It is:

"One of Charles M. Schwab's favorite stories, I understand, when he wants to illustrate the groove of sameness and inertia into which Government departments often fall, runs like this:

"When Sir Eric Geddes was trying to introduce economies into England's government services he often noticed, in a passage in Whitehall, a sentry in uniform. He asked the sentry one day what his duties were. The man said he was there to warn people not to touch the wall. He had been stationed there issuing that warning for years. Why? He didn't know. Well, Sir Eric investigated the matter, and he found that a war minister's wife had brushed her sleeve against wet paint on that wall thirty-three years before. A warning sentry stationed there that afternoon had remained ever since."

"Well, now, aren't a lot of us standing guard over old, outworn, impractical ideas?

"Aren't we frequently guilty of having a closed mind toward the evolution of things?

"Isn't it true that some of us are warning ourselves against dangers that failed to exist some time back?

"The world do move, and we must move with it—keeping ever abreast of changing conditions—or else we'll be flattened by the steam-roller of those who do not wait for the paint to dry."

For over 40 years the Fleet-McGinley Co. were the printers

of the MANUFACTURERS RECORD. A year ago, by reason of the death of one partner and the invalidism of another, it became desirable for the MANUFACTURERS RECORD and its associates to purchase that plant, one of the largest in Baltimore, and operate it as Fleet-McGinley, Inc. Since that purchase the equipment has been greatly increased and the facilities enlarged for doing all kinds of work. It has now an exceptionally large and well equipped plant, all on one floor in the immense Candler Building, and is prepared to bid on work of every size and from anywhere.

### How Foreign Travel Is Worked Up.

Baltimore, October 15.

*Editor Manufacturers Record:*

The lecture campaign on Florida put on by the Seaboard Air Line Railway Company, as described by President S. Davies Warfield in the current issue of the MANUFACTURERS RECORD, is an admirable way of supplementing other advertising to acquaint people throughout the country with the numerous attractions of the South and especially the charms of Florida as well as the advantages of this section, and it reminds me of one of the ways which the foreign steamship companies advertise or obtain advertising to draw patronage to their lines by inspiring Americans with a desire to travel in other countries.

Summer before last I spent several days at a fine resort in one of the most popular mountain regions of the eastern states. The place is annually thronged with well-to-do folk from New York, Philadelphia and other cities within a hundred miles of it, people who desire more quiet than is possible at big seaside resorts, but in the evenings instead of music, moving pictures were occasionally put on for the entertainment of guests and now and then a "travel-talk" or "travelogue," as it is sometimes called, whiled away the time. One of these latter which I witnessed was extremely entertaining as well as instructive. The show was given on two evenings. The first night the subject of the lecturer, whose manner was cordial and humorous as well as entertaining and instructive, was Greece; on the second evening it was Egypt. He told his auditors about how to visit these countries and the numerous, accurately colored pictures given during the lecture or travel-talk, fitted in nicely with his narrative.

While there was no specific mention of any steamship line or tourist system the whole tenor of the talks was to encourage interest in foreign travel and the attractions of countries on the other side of the Atlantic were adroitly presented so that an extremely agreeable impression remained among those who composed the audiences. Everything that could be said or shown to present the delights of European and North African travel was done with good taste, and annoyances of travel were touched upon with such well chosen humor that they seemed to be much more amusing than annoying.

This is the sort of advertising that could be done with advantage to the South, presenting the charms of this or that locality. An observant traveler, such as the gentleman mentioned could find plenty to describe and illustrate, holding the interest of an audience for an entire evening.

S. G. W.

### North Carolina County Sells \$417,000 Notes.

Max L. Barker, clerk of the Board of Commissioners of Rowan County, Salisbury, N. C., wires that an issue of \$417,000 Rowan County notes has been sold to the Illinois Merchants Trust Company, Chicago, at par and a premium of \$3000. These notes will be issued in denominations of \$1000 and will bear an interest rate of 4½ per cent.



## A Business Man Protests Against Activities of the Federal Council of Churches.

Charles E. Carpenter, president of E. F. Houghton & Co., handlers of oil, beltings, etc., in a little booklet called "The Houghton Line", writes:

\* \* \* "Let us suppose that over on the east side of New York, in a dingy, bad-smelling, poorly ventilated hall, a group of foreign born gather, and that these men are representatives of some one of the many organizations which are the cat's-paws of the Third Internationale in Moscow, even though they do not indorse the Moscow creed 100 per cent, for the Third Internationale is not preaching dogma now, but breeding discontent. Moscow knows that if the discontent can breed revolution, there will be only one organization to which the revolutionists can turn and that is the Third Internationale. The police are aware of the meeting and have it duly spotted. The law does not permit the forbidding of the meeting, unless evidence is presented to show that its intent is illegal. Those gathered, with the exception of a few leaders, represent the human garbage of Europe—the down-trodden, wicked, abused and foolish—all with a grievance, not so much against government, as against society as a whole. It has always been considered charitable to permit the ignorant to do many things in their ignorance, which are not tolerated in the intelligent.

"Now suppose in the course of the meeting these so-called Reds would rise and say: 'Comrades! I move that everyone here pledges himself to never again sanction or participate in war and not to give moral or financial support to any war.'

"We all know that in less time than it takes to type these words, the police would stop the meeting and more than likely the leaders would be arrested; their citizenship investigated and deportation follow. This would be because every citizen owes it to his country to defend his country against the invasion of a foe. Please notice that the resolution does not qualify war. It would make no difference if Russia, with her recently legalized polygamy laws and her well-known anti-religious laws were the invader. The pledge means that there is to be no organized, governmental, armed resistance. The press would be filled with condemnation of the un-Americanism of the gathering, and loud would be the cry to send foreigners with foreign ideas back from whence they came.

"But when a combination of twenty-nine denominations called, 'The Federal Council of the Churches of Christ in America,' send out, through the United States mail, 125,000 copies of the Kirby Page anti-war pledge, for some reason there does not seem to be more than a ripple of indignation, and yet that pledge to which The Federal Council of Churches asked 125,000 clergymen to subscribe, reads: 'I never will sanction or participate in war and will not give financial or moral support to any war.' Why, pray, are not the officers of The Federal Council of Churches arrested? What are we to say in reply to the criticism of our government by the Red sympathizers, that the law is not applied equally to all?

"You and I know that the only reason Congress has not gone after The Council and arrests and prosecution have not occurred is because the United States is a government by Party and therefore a political government, and The Federal Council of Churches has tremendous political power, which the politicians and the law enforcing bodies fear, even if they do not respect it. In other words, The Federal Council of Churches is playing politics and is using the dirtiest of dirty political methods. And if you please, all in the name of the Church. Does any true, honest religionist dispute the statement that you cannot dirty the Church without correspondingly injuring its religious influence? And then we wonder why the Church is losing its influence, and why more and more intelligent people join the ranks of the non-church goers? When called to task for its treasonous act in circulating the Kirby Page pledge, some of the officials of The Council became weak-kneed and said that the pledge did not refer to war in 'actual self-defense against actual invasion.' In other words, we are to sit peacefully idle and woefully ignorant and only begin war after the enemy is on us. They had better left their original crime stand and

not added the lie to it by any such ridiculous and impossible explanation. \* \* \*

"In common with all thinkers of all denominations and even unbelievers, I am of the opinion that what society needs now more than anything else is more Godliness—more real religion—and the action of The Federal Council of Churches is driving folks away from the Church, away from religion and away from God. And I protest!"

## Soil Improvement Crops of South Greatly Benefiting Agriculture.

C. A. WHITTLE, Atlanta.

Interest in growing winter legume crops in the South is increasing under the realization that such crops improve the soil and do not interfere with growing a summer crop. Vetch is the most popular but Austrian Field Peas, a recent introduction into this country, is also advancing in popularity, while clovers and alfalfa have their partisans.

County agents, agricultural agents of railroads and others who have been demonstrating the soil improving value of winter legumes find that no amount of talking or reading matter promotes the use of the winter legume crop like showing the farmer the increase in yield of cotton, corn or other crop where vetch or other legume has been grown. Many of these demonstrations have shown that the yield of corn has been doubled.

No agencies have done more to get farmers in the Southeast started to growing vetch as winter cover crops than the Central of Georgia Railway, Atlanta and West Point Railway and Georgia Railroad. The Central of Georgia has numerous demonstration fields along its system where a soil improvement crop rotation system is conducted. Vetch is relied upon chiefly to improve the soil by adding nitrogen and organic matter. These demonstrations have attracted much attention and have become focal points from which have spread influences that have greatly advanced the cause of soil improvement.

The Atlanta and West Point Railway and the Georgia Railroad have a joint agricultural bureau, very effective in promoting the use of vetch as a winter cover crop. Particular attention has been given to monantha vetch, a variety earlier than hairy vetch, the kind most commonly used, early enough in fact to produce seed. It is the hope of the railroad authorities to develop sources of seed along their line so it will not be necessary for farmers to buy in California where the supply is not equal to the demand.

The Austrian Field Pea has its ardent supporters. The crop is new to this country. It grows off faster than vetch and for land to be broken early for the following summer crop, provides more growth to turn under early in the year. Orchardists of Georgia are taking to this crop with readiness.

Winter cover crops are sown mainly in October. It has been demonstrated that late September and October sowings give better results than later sowing. The land that does not have to be plowed in winter or early spring can be sown to winter legumes. Such land should not be broken until April 15 or later as the growth will not be sufficient before that time to be worth while. It is also considered advisable to break the land growing a winter cover crop at least ten or fifteen days before the seed of the summer crop are planted, since fermentation of the green manure is likely to do damage to germination if that time does not elapse.

A growing practice in the Southeast is to sow oats and vetch for early spring hay. The vetch adds much to the value of the hay and provides a fresh hay feed at a time of the year when livestock are much in need of it. Dairymen especially find it of advantage.

Of all advancements in agriculture in the South the greater use of soil improving legumes, both winter and summer, is

considered by agricultural students to be the most important for the permanent improvement of agricultural conditions. Agriculture prospers according to the fertility of the soil and growing legumes with other good practices is bringing on the day of greater soil fertility.

### W. W. Atterbury, President, Pennsylvania Railroad, Visiting South.

President W. W. Atterbury, of the Pennsylvania Railroad, according to a report from New York, started October 11 on a trip to important cities of the South and the Southwest to meet shippers, members of chambers of commerce, boards of trade, etc., to acquire information as to how the railroads can cooperate with them for meeting transportation needs. At Dallas, Tex., he is to attend the convention of the Association of State, Railroad and Public Utility Commissioners and will, it is expected, make an address.

### National Ice Association Meets at Atlanta.

The annual meeting of the National Association of Ice Industries is to be held in Atlanta November 1 to 4. It is expected that 1500 manufacturers and others connected with the ice industry will be present. J. E. Muckermann of St. Louis is president of the association and will preside over the meetings. Leslie C. Smith of Chicago is secretary. Among other prominent ice manufacturers who are officers and directors are: E. L. Bennett, Boston; Charles H. Behre, New Orleans; C. S. Hawley, Dallas; J. G. Black, Des Moines; R. L. Beare, Jackson, Tenn.; R. L. Braswell, Miami; A. M. Dixon, Savannah; W. A. Lewis, Florence, S. C.; Nimmo Old, Jr., Richmond; F. G. Rose, Wilmington, N. C.; C. Z. Stevens, Hattiesburg, Miss., and F. G. Webster, Buffalo.

### New Dam of \$12,000,000 Power Plant Completed.

Louisville, Ky.—With the pulling of stop logs in a section of the new hydro-electric power dam at Shippingport, near this city, permitting water from the Ohio River to rush through, the dam has been declared completed. The only remaining work to be done is to face the wickets with logs. This project has been constructed by the Louisville Gas and Electric Company at a cost of \$12,000,000, in co-operation with the Federal Government, and as a part of a program to provide an all-year steamboat stage in the Ohio River. The Government built a portion of the dam needed for navigation purposes, while the company completed the walls running parallel to the banks, which throw the water from the Indiana channel into the powerhouse on the Kentucky side.

The plant contains eight turbines of 13,000 horsepower each, which ranks it with the largest power plants in the country. Work was started in the latter part of 1925 and was originally scheduled for completion by January, 1929. Favorable weather is said to have enabled the engineers and builders to beat the time allowance. Approximately 2400 men were employed in its construction, working frequently in three 8-hour shifts.

The plant has been built for the Louisville Hydro-Electric Company, a subsidiary of the Louisville Gas and Electric Company, engineering and construction details being handled by the Byllesby Engineering and Management Corporation of Chicago.

Rutherford county F. P. Stratford, accountant, Rutherfordton, N. C., has sold \$250,000 of three-month notes to the Detroit Trust Company of Detroit, Mich., at par, the notes to be issued in denominations of \$10,000 each and to bear an interest rate of 4.2 per cent.

### President Willard Declares for the Present Transportation Act Unchanged.

In an address which he delivered before the Illinois Chamber of Commerce at Chicago on October 13 President Daniel Willard of the Baltimore and Ohio Railroad said that since he became president nearly 18 years ago his company has spent more than \$400,000,000 for additions and betterments to the property including new equipment, which is at the rate of something more than \$23,000,000 each year and that he believes it will be necessary for the company to spend annually for some years upwards of that amount.

Continuing he also said that during the last 17 years discussed, all the railroads in the United States, including the Baltimore and Ohio, spent \$9,500,000,000—an average of \$560,000,000 a year—for additions and betterments, the Baltimore and Ohio's capital expenditures being about four per cent of the whole.

The problem is how is new capital to be obtained. Since January 1 this year more than \$100,000,000 of new capital stock has been sold by the steam railroads, not including other issues proposed but not yet consummated. "Investors," continued Mr. Willard, "have shown their willingness to purchase railway securities under existing conditions, but any change in the law would disturb, at least temporarily, the confidence of investors and railway managers would hesitate to undertake large capital expenditures for additions and extensions." Again he said: "An imperfect Act well administered is much to be preferred to a constantly changing policy."

### A Correction From Mr. Ruge.

Florida State Canal Commission.

Tallahassee, Fla., October 12.

Editor *Manufacturers Record*:

In your issue of September 15 in the article "The Atlantic Deeper Waterways Convention in Baltimore" there appears a quotation as from W. H. Fowler, general manager of the Savannah-New York Transportation Company. The writer of the article gives an erroneous credit to Mr. Fowler, as the statement should have been credited to Maj. Gen. Harry Taylor who used the language at a dinner tendered him on his retirement. I made use of the quotation in my article in the Mississippi Valley Magazine, January-February, 1927—"Perfecting the Barge Routes of the United States." Enclosed is copy of the statement:

"I look forward to the time when it will be possible for a boat to go from New York to Florida, across Florida, and along the Gulf coast to Corpus Christi, Texas, without ever going into the ocean. I am sure that some time such a waterway will be constructed, and that when it is constructed, it will carry a commerce that will fully justify its cost."

I hereby desire to give credit to whom honor is due, as I am sure the writer of the article misunderstood Mr. Fowler.

JOHN G. RUGE, Chairman.

### Preparing for Sulphur Production.

San Diego, Texas., October 18—[Special.]—At the annual meeting of the stockholders of the Duval-Texas Sulphur Company directors and officers were re-elected as follows: J. W. Cain, president and director; A. H. Smith, vice-president and director; Craig Belk, secretary-treasurer and director; T. S. Ray, assistant secretary-treasurer and director; R. J. Seaman, director; Ben B. Cain, director; Bird M. Robinson, A. C. Moore and R. C. Patterson, directors.

The company owns a large sulphur dome near here and is installing machinery and equipment. It is stated that production on large scale will be started about January 1.



## NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore, we often publish letters with which we do not agree.—Editor Manufacturers Record.]

### Will Oil Be Found in Florida?

ROBERT RANSON, C. E., St. Augustine.

It is difficult to say how much money has been spent in Florida in the past three or four years in the hope of obtaining a new source of petroleum. It must run close to \$2,000,000 if not over, and several companies undertaking such investigations seem to have been imbued solely with an instinct to make money regardless.

Leaving out such undesirable operations it is unquestionably true that many wells have been drilled by honest men on the advice of petroleum geologists, and though at times prospects seemed good, we are faced by the fact that up to date no oil worth talking about has been found in this State.

Realizing the prosperity that has come to other parts of the country by oil discoveries wells are still being drilled, and the fact that little is said about them seems to show that the men at work are not of the promoter class but really imbued with a desire to place Florida in the front rank in the development of its natural resources and add to the production list another asset of equal value to our phosphates.

Leaving out any regard for surface indications of oil I have long been impressed with one outstanding likeness between one section of Florida, in the neighborhood of Titusville, with that of the now famous Gulf oil fields, and on that alone it will not be long before those who are endowed with the instinct will be examining this particular neighborhood for oil.

For more than thirty years we have been aware of a vast subterranean salt deposit noticeable over an area of 80 to 90 square miles, quite unlike anything elsewhere in the State. This was first discovered nearly forty years ago when attempts were made to obtain the same artesian water as found elsewhere over two-thirds of Florida; the wells put down, though flowing the average 30 to 40 feet above sea level, gave out such intensely salt water as to make it quite unusable for any domestic purpose.

The last word in petroleum geology came off the press last year. It is entitled *Geology of the Salt Dome Oil Fields* and is published by the Association of Petroleum Geologists at Tulsa, Okla. The 32 contributors to this volume stand on the pinnacle of petroleum geology in this country and in Europe; it is encouraging to note that their work is gradually reducing to a science what was for years largely guesswork in the oil fields of America.

A careful reading of this volume together with a study of some weeks in the Gulf oil fields convinced me that we had in the aforesaid section of Florida a condition as to salt so similar as to warrant investigation along these lines. Quoting first as to the relation of salt to oil in Rumania: One of their most noted geologists, Mrazec, said that he has considered the presence of salt either solid or in liquid form as the absolute requisite for the formation of petroleum, the oil here coming from "bituminous aureoles" formed about the masses.

That a fine source of artesian water such as we have in Florida over more than two-thirds of the State should suddenly arise intensely salt indicates the existence of salt domes and consequent oil finds. Maps of the Gulf coast oil fields show some 70 producing districts; all but four are on known salt domes, many of which were originally located by salt

springs such as we have on this part of the upper Indian River. It is of interest to sample the numerous artesian wells in this neighborhood in which the water has a sufficient force, either from gravity or gas pressure, to flow from 32 to 52 feet above sea level and to note the gradual fading out of the brine from an intensely salt center until it becomes so fresh that no salt is noticed by tasting it. Just where the lucky spot will be found in this area where oil will be finally discovered is uncertain.

Several analyses have proven the existence of potash salts in these waters. Though only in comparatively small percentages so far, this indicates the existence somewhere underground of a considerable potash supply as in many of the German salt domes; in the waters of the Gulf fields the salts are largely almost pure sodium chloride or common salt.

It will be remembered that last spring C. W. Barron of the Wall Street Journal wrote most optimistically and hopefully as to Florida's future, though conditions were somewhat depressed by the slump in real estate; and among other things he said that nothing would surprise him in Florida, not even the discovery of oil. I think his words prophetic.

### Problems of the Farmer.

H. L. McELDERRY, President, Talladega (Ala.) National Bank.

Permit me to congratulate you on your editorial, "Business Men Must Study Farm Problems," in the *MANUFACTURERS RECORD* recently. Fifty years ago when I was 17 years of age my father gave me two square miles of the best farm land in Talladega county, Alabama, with houses, tools and stock to fully equip the farm. After 10 years of hard work I left it with a mortgage thereon of \$3500, and while the mortgage has long since been paid and I have spent many thousands of dollars on that farm, I have not made it profitable.

I am writing especially to commend to your consideration the following points in a speech of George Gordon Crawford of the Tennessee Coal, Iron and Railroad Company delivered before investment bankers on a visit to Alabama:

1. Industry should be decentralized and located where you find the raw material and labor.
2. This can be brought about by rearranging freight rates so the man at a non-competitive point has the same facilities in rates and cars as the man living and doing business at a competitive point.
3. Hydro-electric power should be widely distributed to the end that all such localized industries shall have ample power to manufacture the raw material of such location.
4. Farmers thus furnished with a local market can and will diversify their products, thus becoming prosperous and eliminating all danger of future bread riots.

### North and South Are One.

JOHN T. BRAMHALL, Boulder, Col.

The steadily increasing business of the north-and-south railway lines, such as the Illinois Central, the Santa Fe, Rock Island, Frisco, Colorado & Southern, Louisville & Nashville, Southern, Baltimore & Ohio, and others, testifies to the growing unity of interest of the North and South. They are no longer separate and rival regions, but inter-allied parts of the most prosperous country on earth. The *MANUFACTURERS RECORD*, advocating the interests of the industrial South, is recognized as serving at the same time the industrial North. North and South are one.

# THE IRON AND STEEL SITUATION

## Pittsburgh Steel Market.

Pittsburgh, October 17.—[Special.]—The present outlook is that this month's steel production will fall between the rates of August and September, there having been a 3.3 per cent decrease from August to September. Slightly smaller production is to be expected for the last two months of the year, according to familiar experience.

No large decrease in steel production has occurred and not much further decrease is indicated by present circumstances, a notable feature of the trade being the way tonnage holds up when conditions seem to be quite adverse. All the statistics indicate that the sellers of steel underrate the actual volume of demand, and this is held to account for the weakness in prices exhibited in various lines.

While the automobile trade is off somewhat and the oil and gas fields have been off a great deal from their steel requirements of last year, there are no decreases of substantial importance in other lines. Freight car and locomotive buying, while light, has been about the same this year as last, and fabricated structural steel lettings have if anything run slightly ahead this year. The remarkable statement has just been made that production of agricultural implements so far this year is 35 per cent above that in the same period of last year. As there was a sort of slump in that line in the last three months of last year, while operations now are very heavy, the year as a whole should accordingly show more than 35 per cent gain.

Steel mill operations, on the basis of steel ingot production, are at between 65 and 70 per cent of full capacity, the rate having been within those limits for more than three months past. The year's steel production to October 1 was 5.4 per cent behind that of last year, and the year as a whole is not likely to show as much as 10 per cent decrease.

Prices have been rather soft in various steel lines. Increasing shading in sheets has now resulted in an openly admitted decline of \$2 a ton in the four common lines, from prices adopted by mills last May as substantial advances, but perhaps never fully maintained. Various mills have revised prices in orders on books, when above the new basis, down to that basis, which is 2.15c on blue annealed sheets, 2.90c on common black, 3.75c on galvanized and 4.15c on automobile sheets.

In the heavy rolled products, bars, shapes and plates, a few weeks ago mills put out prices of 1.75c to large buyers and 1.85c to small buyers, after the market had been quoted weak at 1.80c as a general figure. The 1.75c price seems to be maintained, but 1.85c as the small consumer price is not much in evidence.

In strips, hot and cold rolled, there is not much cutting actually going on, but the condition discloses no real strength as the orders going are very small, buyers apparently anticipating a decline.

In standard or merchant pipe there have been rumors recently of an extra 5 per cent discount being given. These rumors are not confirmed but sellers admit that an extra 3½ per cent is now given to preferred buyers on one class of business, carloads shipped direct from mill to jobbers' customers, this being a trifle smaller discount than is given on pipe shipped into jobbers' stocks.

Comment is made in various quarters that price weakness in steel is due to the sellers and not to the buyers, it being contended that buyers are not actively seeking concessions but that mills have gotten into an unusually competitive frame of mind, not dictated by the volume of business, which it is held ought to be considered reasonably satisfactory.

The foundries are running at poorer rates than the steel

mills, it being estimated that iron foundries in Ohio and Western Pennsylvania are averaging under a 50 per cent rate, while the steel foundries are at a lower rate still. The valley pig-iron market remains very dull and prices are not considered overly firm. They are readily maintained on the small lot buying which makes up the market, at \$18 for Bessemer, \$17 for basic and \$17.50 for foundry iron, f. o. b. valley furnaces. Scrap is very dull, with no change in quotations.

## Birmingham Iron Market.

Birmingham, Ala., October 17.—[Special.]—Furnace interests appear to be confident that the iron market has seen its lowest level. There is an inclination in belief toward a more active condition of the market, with the quotation base, \$17.25 per ton, No. 2 foundry, being maintained through the remainder of the year. Buying during this month has been a little more active, though in hand-to-mouth fashion, the aggregate being around the make. Probabilities were expressed at the start of the month that there might be a little decrease in the surplus stock of iron on furnace yards, this stock having increased about 15 per cent as compared with the amount on the yards at the beginning of the year.

The steel market is showing signs of betterment and this will bring about a corresponding better feeling in kindred products. The steel makers have a considerable stock of basic iron and when once the open-hearth furnaces are put into operation to capacity there will be no dearth of raw material. The statement is repeated that considerable tonnage of rail and other shapes of steel for railroads still is to be rolled this year. The several Southern railroads which purchase the greater portion of their needs in rail from this district will probably need as much steel this year as they did last, though no great projects are announced as yet.

Other shapes than rail in steel are showing a little more life, wire and nails having had a demand recently which is causing much stock to move. Structural steel fabricators are anticipating considerable business in the near future and are bidding on several contracts, and steady operation of shops will be noted.

Cast iron pressure pipe shop operation in this district is around 75 to 80 per cent capacity. The keen competition for business disarranged quotation base and very low prices have prevailed. It is the belief that the lowest ebb has been passed and from now on a better condition will be seen. The quotation given is at \$29 to \$30 on six-inch and over sizes of pressure pipe, but a much lower price was reported in some of the transactions during the past few weeks.

The Central Foundry Company, with plants in Bessemer, Holt and Anniston, in Alabama, producing the universal pipe, came in for considerable favorable comment on the supplying of 1700 feet of eight-inch and 12,000 feet of 12-inch pipe, around 500 tons in all, from their yards at Bessemer, surplus stock, to meet an emergency arising out of the sudden interruption of the source of supply of water of the Alabama Water Company and the necessity of tacking on to the mains of the Birmingham Water Works Company, a different corporation. The pipe was laid above ground and the two and a half miles of pipe, two lines, were laid from Friday afternoon to Sunday afternoon.

Much cast iron pipe is being shipped right now, with surplus stock on hand to care for the activity.

Coal mining is steady and tonnage is showing increase. The weather has not been favorable to any active buying for the winter, and railroads, through use of larger engines and



heavier trains, have cut into their fuel accounts in this section. Development continues in various sections of the Alabama coal fields. The Seaboard Coal Mining Corporation has installed a tippie and conveyor system from its coal washer to the river and is now able to ship by both rail and water. Contract with the Government calls for 5000 tons of washed coal to be used on boats and dredges on the Warrior, while 7000 tons of coal will be shipped by water to Tampa. Other contracts are on hand for water transportation.

Operation of the new 49 ovens, Kopper patent, of the Alabama By-Products Corporation at its Tarrant City plant, near here, has sounded success. The plant now has 149 ovens and the coke output is around 1800 to 2000 tons daily, the new addition making as much coke as the 100 ovens. The addition is the latest word in by-product coke operation. A splendid market is being enjoyed in coke and the prospects are that independent coke producers of this district will be able to ship their coke steadily. Coke price base continues at \$5.50 for foundry coke and \$6 on spot business. Very little beehive coke is being produced—just enough to meet requirements of those who have had this class of coke for years and years.

Quotations on pig-iron and iron and steel scrap follow:

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$17.25; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$17.75; iron of 2.75 to 3.25 per cent silicon, \$18.25; iron of 3.25 to 3.75 per cent silicon, \$18.75; charcoal iron, f. o. b. furnace, \$29.00.

#### OLD MATERIAL.

Old steel axles .....	\$16.00 to \$17.00
Old iron axles .....	16.00 to 17.00
Old steel rails .....	12.50 to 13.00
Heavy melting steel .....	10.50 to 11.00
No. 1 cast .....	14.00 to 15.00
Stove plate .....	13.00 to 14.00
No. 1 railroad wrought .....	11.00 to 12.00
Old car wheels .....	12.00 to 13.00
Old tramcar wheels .....	12.50 to 13.50
Machine-shop turnings .....	8.50 to 9.00
Cast-iron borings .....	8.50 to 9.00
Cast-iron borings (chem.) .....	13.00 to 13.50

### The Metal Market.

New York, October 17—[Special.]—Little progress was made last week by the metals. In their market movements they lacked uniformity, ranging in position from tin, which reached a new low price level for the year, to copper, which became firmer as the week progressed. Lead is in a state of stability as regards price and volume of business. Zinc showed some improvement in price as a reflection of better conditions in the ore fields.

The impression on the whole, however, is one of improvement, though the betterment is not as clean cut as it should be for this time of the year. Declines in shares on the New York Stock Exchange by no means promoted purchasing of the metals. The Columbus Day holiday was generally observed throughout the metal trades and meant one less day for sales.

The best performer was copper. Statistics for September were delayed a day or two from the usual date of release. However, as a favorable showing became anticipated, London prices made definite advances and this favored the American market. At the start of the week 13½-cent copper was available from a few sources, but by the time the statistics came out on Thursday all sellers were firm at 13¼ cents.

Many metal sellers are disappointed at the low prices. A month ago the majority were confident that by this time the metals would have reacted from their small figures. It was expected that copper would be 14 cents; that lead would be at least 6¼ cents, New York; that zinc would be 6½ cents, East St. Louis, and tin 65 cents per pound.

Quicksilver was the most conspicuous among the rarer metals, being in a very strong position. The price has reached \$127 per flask of 75 pounds, as against \$121, which prevailed so long during the spring and summer. The purchase of the

Spanish reserve by a syndicate is responsible for the strength. Silver continues at a trifle under 66 cents per ounce and platinum is the same at \$68 per ounce for the pure grade.

The copper statistics for September were better than anticipated. It had been believed that surplus stocks of refined metal would show a decline, but the showing of blister stocks was in doubt. Actually this was reduced 7369 tons, making a complete reduction of copper stocks of 14,530 tons for the month. The supplies of refined metal are the lowest since December, being 86,493 tons, as against 85,501 tons at the end of December.

Production of refined copper in North and South America was slightly greater as to daily rate, but less in total, since September was a 30-day month and contained a holiday. The total was 119,100 tons, against 119,786 tons; daily rates were 3970, as against 3864 tons.

The least favorable factor were the shipments, which amounted to 126,261 short tons in September, compared with 130,520 tons for August. Nine months' production of refined copper was 1,104,387 tons, or 4045 tons daily; shipments for the period were 1,103,395 tons. The mine production of copper last month was smaller in total, but larger in daily rate. The September figure is 65,936 tons, or 2198 tons daily, against 67,248 tons, or 2169 tons daily for August.

Statistics for zinc also were made public during the week, showing but little change, yet that change was in favor of producers. Surplus stocks of zinc decreased 310 tons in September, stocks at the close of the month having been 34,277 tons. Export shipments were 4000 tons, which is about average. The surplus stocks at the close of the month were equivalent to three weeks' consumption, which is regarded as not excessive.

The purchasing of copper was not active until late in the week. Sales for export were better than for home consumption. Producers derive most comfort from the fact that consumers are not bought ahead and the metal is going immediately into consumption from the smelters and refineries. The character of purchasing of copper has been much different from that in tin. Purchases of the latter metal were made as far ahead as May delivery last week, whereas copper has not been bought beyond November. By Tuesday the minimum copper price was 13.20 cents, delivered to the Connecticut Valley, and by Thursday the lowest quotation was 13¼ cents.

Tin has been selling at 57¼ cents per pound, a new low level for the year. Consumers were active purchasers on Tuesday and Thursday for the first time in weeks. It is the general impression that the tin market has declined further than statistics warrant. Consumption of tin so far this year has not declined as rapidly as expected. The use of tin in the manufacture of tin plate andterne plate during the first nine months of this year was 19,000 tons, as against 19,850 tons for the corresponding period of last year, according to the American Bureau of Metal Statistics. Deliveries of tin so far this year have averaged 2100 tons per month, as against 2300 tons per month for the full year of 1926.

Lead prices have been the same all week at 6.25 cents per pound, New York. The East St. Louis price remained at 6 cents until Thursday, when it began to advance on the strength of higher prices at London and eager buying on the part of American consumers. Lead purchasing was for the October and November delivery positions. Demand came from cable, battery, paint and plumbing supply manufacturers.

The price of zinc has been lifted from 6 cents to 6¼ cents per pound, East St. Louis. For the first time in several weeks sales of ore in the tri-State district were considerably larger than current production. The price of ore is the same as the previous week, \$38, which is \$1 per ton above the low point of the year.

## RAILROADS

### "Fair of the Iron Horse" Viewed by More Than 1,250,000 Visitors.

The Baltimore & Ohio Railroad's Centenary Celebration and "Fair of the Iron Horse," held during three weeks at Halethorpe, Maryland, in the suburbs of Baltimore, closed on Sunday night last after having had an aggregate attendance of considerably more than 1,250,000 people. The attendance steadily increased from the opening and on the days near the end of the display the daily crowd averaged 85,000 or more. The success of the undertaking, the greatest railroad show ever held, has exceeded the most sanguine expectations. As previously pointed out, the visitors included many notable personages of this and other countries and railroad men high and low from all around came to see the wonderful display of motive power, old and new, and the accompanying railroad cars developed since the beginning of railroads up to the present.

Everyone who has attended the celebration has particularly commented upon its completeness. The great crowds have been handled with wonderful comfort and celerity both as to getting them to and from the grounds and as to the cafeteria and restaurant arrangements which were in the hands of the dining car department of the company. Although the grandstand, from which the Pageant of ancient and modern methods of transportation was viewed, seats 12,000 people it was crowded to capacity and so great was the interest in the display that during the last four or five days the Pageant was given twice daily excepting on Sunday, when the items composing it could be seen in their respective positions but not in motion.

It is probable, according to the railroad officials, that at some time in the future the Baltimore & Ohio Railroad's transportation collection of old engines, cars, track, etc., will be rearranged so as to be seen by the public, either at Halethorpe or at some other point convenient to Baltimore. When this is decided upon definite announcement will be made.

### Seaboard Air Line Encouraging Florida Travel.

A subject of particular interest to visitors to Florida this winter is the advertised announcement that the Seaboard Air Line Railway is selling a circular ticket, or round trip ticket, which enables a traveler to West Palm Beach or Miami (for instance) to return home via cities on the western coast of Florida without any extra charge. This agreeable arrangement has been made possible since the Seaboard completed and put in operation its cross-state line making direct short connection between its line to West Palm Beach and its line to Tampa and other west coast cities. It is stated that this circular ticket feature has benefited all the cities on the two coasts and that numerous special parties particularly have taken advantage of it with exceedingly pleasurable results.

### Big Shipments of Texas Citrus Fruit Expected.

Harlingen, Texas, October 14—[Special.]—Traffic officials of the Missouri Pacific and the Southern Pacific railroads estimate that approximately 1700 cars of citrus fruit will be shipped from points in the Lower Rio Grande Valley during the next five months. The first movement of the season began October 1. Packers calculate that 450,000 boxes of grapefruit, lemons and oranges will be shipped by December 15. This is equivalent to approximately 1400 cars.

### Florida Railroads Appeal to Interstate Commerce Commission Against Reduced Rates for That State.

Washington, October 15—[Special.]—Predicting that the railroads in Florida will not remain in condition to give adequate transportation service if the class freight rates prescribed by the Interstate Commerce Commission for the peninsula are allowed to go into effect, the Atlantic Coast Line and the Seaboard Air Line railroads have filed a memorandum with the I. C. C. laying the responsibility for such a condition upon the Commission. The memorandum does not ask for a reconsideration of the Commission's findings in Docket 13494, Southern Class Rate Investigation, under which new freight rates for the entire South are expected to be put in effect soon, but declares that these roads will not apply the Commission's scale of rates for Florida unless definitely ordered to do so. The Commission's report included no order, but the roads were "expected to comply as soon as possible" with the findings as to the new rate structure.

A uniform scale of class rates was prescribed by the I. C. C. for the entire South except the Florida peninsula, where a mileage differential scale was added. Even with this differential the Florida rates south of Jacksonville would be much lower than at present.

The two railroads declare it to be their "duty to the public and themselves to notify the Commission that they can accept no responsibility" for the Florida rates as constructed by the Commission, pointing out that they will incur "serious if not disastrous" decreases in revenues.

"If the adoption of these rates and of this plan for constructing rates should result in curtailment of the revenues of the Florida carriers to the extent of rendering these carriers incapable of furnishing adequate transportation service to and from the Florida peninsula, the responsibility for that condition must rest with the Commission," says the memorandum.

"These carriers deem it their duty to the Commission and to the public to thus formally state their emphatic disapproval of the plan under which such rates are constructed; and that they are unwilling to make such rates effective unless they are definitely directed to do so by the Commission."

Objection to reduction of the Florida rates has been made by these roads throughout the case, and these objections are again summarized as follows:

1. The reductions in Florida are greater than in any other part of the South.
2. The railroads serving Florida will not recoup these reductions by increased rates on other traffic, since they have some decreases on their important hauls in other sections of the South and where there are increases the traffic will go to water carriers.
3. Since most of the peninsula traffic moves through Jacksonville, the rates should continue to be arbitraries over Jacksonville as at present.
4. The local transportation conditions in the Florida peninsula and the absence of through traffic require that local rates be added to the Jacksonville rates to secure an adequate adjustment.
5. The Commission's plan for Florida rates was not suggested or advocated by witnesses in the case.
6. The case did not include commodity rates and the class rates have not yet been given a trial, yet several I. C. C. examiners have proposed revisions of commodity rates based on the Commission's revision of the Florida class rates.
7. The two railroads have been incurring losses during recent months and these losses in revenue may continue for some time, so the Commission should not order a huge rate reduction now.

The Commission's reaction to this memorandum is problematical. In its last supplemental report to the Southern Class Rate Investigation, issued last July, the Commission indicated its regret that shippers have had to wait so long for the revised rates and expressed the expectation that the railroads



would proceed to put the new rate system into effect within a few months. In Commissioner Eastman's wording of the decision there is the suggestion of a threat that the Commission will brook no further delay from the railroads.

This last supplemental report likewise gave careful reconsideration to the proposed Florida rates and the petitions of the Florida railroads that the peninsula rates be increased. The Commission disposed of the matter in a tone that indicates that its decision is final and that the railroads must put in force the lower Florida class rates.

### Reduced Freight Rates Encourage Use of Virginia Coal in New England.

Richmond, Va.—Frank S. Davis of Boston, chairman of the joint Virginia-New England Committee on Water Rates and Transportation, has notified the Virginia State Chamber of Commerce that the Boston and Maine Railroad has filed a new schedule of reduced freight rates on coal, following the meeting of the Virginia-New England Conference group at Poland Springs last month. This is the first tangible result of the work of the joint committee on Water Transportation of which J. Gordon Bohannon, mayor of Petersburg, is chairman of the Virginia section, according to Major LeRoy Hodges, managing director of the Virginia State Chamber of Commerce. Other roads are expected to follow the example of the Boston and Maine, and a general increase in the use of Virginia coals in New England is expected within the next few years.

New England ports also appear to be anticipating extensive increase in this business due principally to the federalization of the Cape Cod Canal which is now authorized, owing to the joint efforts of New England and Virginia. New England chambers of commerce have just notified the Virginia organization of the establishment of a large new coal corporation at New Haven, which as a result of recent port improvements there will now be able to deal extensively with Virginia and West Virginia coal companies.

Establishment of an \$8,000,000 coke plant to serve four Connecticut cities with gas and other by-products also furnishes a new market for Virginia products.

### Important Improvement on Washington-Richmond Line.

The Richmond, Fredericksburg & Potomac Railroad has let a contract to W. W. Boxley & Co., of Roanoke, Va., for revision of line and reduction of grade on the main line between Quantico and Washington, D. C. The line curvature at Powell's Creek will be reduced and what is now the last wooden bridge on the line from Washington to Richmond will be replaced by a steel and concrete structure. Grading has already begun and there will be a cut with maximum depth of 95 feet. The entire improvement, which will take about a year to complete, will cost, it is stated, about \$600,000.

### Rail Orders for 1928.

President W. J. Harahan, of the Chesapeake and Ohio Railway, has announced the award of contracts covering estimated requirements for new rail in 1928, as follows: Illinois Steel Company, Gary, Ind., 20,548 gross tons; Inland Steel Company, Indiana Harbor, Ind., 20,549 gross tons; Bethlehem Steel Company Sparrows Point, Md., 13,903 gross tons. Deliveries of this rail call for one-half to be made in November and the rest in December, 1927. Total 55,000 gross tons.

Missouri-Kansas-Texas Railway is reported in the market for 12,500 tons of 90-pound rail.

### Westinghouse Electric Company's New Oil-Electric Car.

One hundred years of railroad development, displayed in the Centenary Exhibition and Pageant of the Baltimore and Ohio Railroad at Halethorpe, Md., was emphasized by the announcement of a new oil-electric rail-car developed by the Westinghouse Electric and Manufacturing Company, in conjunction with the Canadian National Railways. The prototype of this car, which has been developed to a point of economic operation, amazing railroad officials who have become acquainted with it, is the big 73-foot baggage and passenger car exhibited at the Fair of the Iron Horse by the Canadian National Railways. Built in Canada, this car is equipped with a Westinghouse power unit, including a 300-horsepower six-cylinder Westinghouse-Beardmore oil engine, with the electrical equipment, including generators and driving motors produced by the East Pittsburgh Works.

The oil engine is now being manufactured at the South Philadelphia Works of the Westinghouse Company, according to announcement made by G. H. Froebel, the assistant director of heavy traction. Like the one contained in the Canadian National Railway car, the oil engine with the fly-wheel and bedplate has a combined weight of about 10,000 pounds. The fuel oil is delivered to the engine from a 150-gallon tank, which normally gives the car a minimum operating radius of 450 miles. The engine from the stage of idling is capable of a complete range of speeds up to a maximum of 60 miles an hour at a maximum output of 300 horsepower at 800 revolutions per minute. The engine itself, according to Mr. Froebel, is one of the first successful high-speed oil engines, combining light weight and high thermal efficiency, so necessary in a prime mover for the self-propelled rail car.

The car, as designed for the particular requirements of the Canadian National Railways, is divided into four compartments providing space for baggage, general passenger accommodations and a smoking room, as well as a 16-foot engine room. There are seats for 57 passengers, so arranged that three people can sit on one side and two on the other side of the car.

The Canadian National Railways are operating 14 of these cars, and it is announced that while a representative steam-train costs \$1.01 per train-mile, on the other hand, the cost of the oil-electric car superseding the steam train was \$0.28 per train-mile. Incidentally, the two oil-electric cars replaced four steam locomotives.

### Heavy Loadings of Freight Continued.

Cars loaded with revenue freight for the week ended on October 1 totaled 1,126,390, according to reports filed by the railroads with the Car Service Division of the American Railway Association. Compared with the preceding week, this was an increase of 522 cars, increases over the week before being reported in the loading of livestock, coal, coke and merchandise and less than carload lot freight with decreases in the loading of grain and grain products, forest products, ore and miscellaneous freight. The total for the week of October 1 was a decrease of 53,659 cars under the same week last year but an increase of 13,107 cars above the same week in 1925. Since January 1 last there have been 39,997,894 cars loaded with revenue freight, which total compares with 40,314,189 cars loaded during the corresponding period of 1926 and with 39,006,227 cars loaded during the same period of 1925.

Convict forces of Wake county, North Carolina, under R. L. Watkins, road superintendent, Raleigh, worked 434 miles of roads during September.

## GOOD ROADS AND STREETS

### South Carolina Asks Bids on 90 Miles Roads and 5 Bridges.

Columbia, S. C.—Bids will be opened October 25 by the South Carolina State Highway Department for the construction of 10 road projects embracing a total of approximately 90 miles, and for five bridge projects. Nine road projects, covering a total of 83 miles, call for concrete surfacing and one project for 6.63 miles calls of top soil. Bridge construction will include the following: Steel superstructures and floor swing span of Santee River Bridge between Charleston and Georgetown, to consist of four 87.8-foot steel spans, one 180-foot steel span, with necessary machinery and castings, treated lumber and wood block paving; overhead bridge over Seaboard Air Line tracks near Spence, in York county, to consist of 720 lineal feet of treated timber piles, lumber and structural steel; reinforced concrete bridge in Greenville county, to consist of five 25-foot spans and a triple 12 by 15-foot reinforced concrete culvert; reinforced concrete and structural steel bridge over the Savannah River between Augusta, Ga., and McCormick, S. C., and two reinforced concrete bridges in Kershaw county, one to consist of six 25-foot spans and the other of six 22-foot spans.

### Kentucky Invites Bids on 13 Miles.

Frankfort, Ky.—Sealed bids will be received until October 28 by the State Highway Commission for the construction of three road projects embracing a total of 13.3 miles and including 7.6 miles of surfacing in Adair County; 2.6 miles of grade and drainage construction in Lee County and 3.1 miles of surfacing in Shelby County. Information, plans and bidding blanks may be obtained from the office of the commission.

According to a tabulation of bids for the construction of six road projects embracing a total of approximately 43 miles, the lowest estimates aggregate \$306,551. The proposed work will include three projects carrying a total of about 22 miles, for which the lowest estimates are \$102,411 for sandstone construction; two projects covering about 8 miles of grade and drainage construction, \$122,447, and one project calling for 13.1 miles of timber base road construction to cost \$81,693.

### North Carolina's Highways Total 6797 Miles.

Raleigh, N. C.—According to a chart prepared by the State Highway Commission, North Carolina's system of State-controlled roads on July 1 aggregated 6797 miles. Of this mileage a total of 1496 was paved with concrete and 1058 with asphalt. Other types of construction include 639 miles of dirt roads, 1983 miles of top soil and sand clay, 233 miles of gravel, 40 miles of shale, 601 miles of oil-treated, 42 miles of surface-treated gravel, 159 miles of surface-treated macadam, 93 miles of penetrated macadam, 44 miles of brick and 11 miles of bridges.

### Bids Invited on \$300,000 Road Bonds.

Moore Haven, Fla.—Sealed proposals will be received until November 1 by the Glades County Board of Commissioners. N. S. Wainwright, clerk, for the purchase of \$300,000 of special road and bridge district No. 11 bonds. The bonds will be issued in denominations of \$1000 each and will bear an interest rate of 6 per cent. They will become due as follows: \$50,000 October 1, 1937; \$50,000 October 1, 1942; \$50,000 October 1, 1947; \$75,000 October 1, 1952, and \$75,000 October 1, 1957.

### Tulsa Paving Contracts Approximate \$200,000.

Tulsa, Okla.—Contracts have been awarded by the Tulsa City Commission for nine paving projects to cost approximately \$200,000. The Standard Paving Company of Tulsa was awarded contract for four projects to cost \$72,000; the Western Construction Company, Tulsa, for paving to cost \$55,000 and H. L. Cannady Company, also of Tulsa, for paving to cost \$63,000.

### Postpones Date of Receiving Road Bids.

Baton Rouge, La.—Bids will be received until November 3 by the Louisiana Highway Commission for the construction of a road project in Natchitoches Parish, covering 7.11 miles of the Creston-Saline highway, and for a federal aid project in St. Tammany Parish, calling for 2.15 miles on the Chef Menteur highway. These calls cancel previous ones requesting bids on October 20 for the projects.

### Texas Contracts Involve Over \$9,000,000.

Austin, Texas.—Figures compiled by R. A. Thompson, State highway engineer, indicate that from March 10 to September 26 contracts were awarded by the State Highway Commission for road and bridge construction and maintenance to the aggregate of more than \$9,000,000. Of this sum, road construction represents a cost of \$8,188,757, while \$930,121 represents the cost of maintenance.

### Contract for \$190,000 Bridge in Texas.

Stinnett, Tex.—A contract has been awarded by the Hutchinson County Commissioners to the Austin Bridge Company, Dallas, through its Amarillo representative, for the construction of a bridge across the Canadian river between Stinnett and Borger to cost \$190,000. This bridge will open up a direct route to leading oil towns on either side of the river and is a part of a \$1,000,000 road program for Hutchinson County.

### May Vote on \$1,350,000 Bonds in December.

Daytona Beach, Fla.—A decision has been reached by the Board of Road Commissioners, according to Charles F. Bergman, chairman of the special district created for the purpose of bonding as a unit to build the Volusia county section of the Daytona Beach-Ocala Highway, that an election will be called on a bond issue of \$1,350,000 probably in December. Mr. Bergman is of the opinion that it is better to wait until then, in order that winter residents may be on hand to vote.

### South Carolina Projects to Cost \$500,000.

Columbia, S. C.—A tabulation of bids by the State Highway Commission for the construction of road and bridge projects indicates that the total cost will exceed \$500,000. The proposed work includes five projects calling for sand clay construction on a total of 28.06 miles to cost \$187,958; two projects calling for 7.09 miles of top soil road, \$72,836; one for 4.62 miles of concrete, \$110,758; one for 5.392 miles of dirt road, \$23,304; one for 1.30 miles of bridge approaches, \$28,403, and five bridge projects covering 10 reinforced concrete and treated timber bridges to cost \$91,915.

Out of a contemplated expenditure of approximately \$10,000,000 for road construction this year, the State Highway Commission of Virginia, Richmond, plans to expend about \$8,000,000 for main highways and \$1,250,000 for lateral roads.



## TEXTILE

### Sub-Contracts on Dwellings for Borden Mills.

Additional details relative to the erection of 100 dwellings at Kingsport, Tenn., for the Borden Mills, Inc., together with sub-contracts, have been supplied by the Nicola Building Company of Pittsburgh, Pa., general contractors. The houses will be one story, frame, on terra cotta tile foundations, with slate surfaced asphalt shingle roofs of various colors, fireplaces and mantels, bathrooms, electric wiring and the interiors finished with plaster board, painted.

The following sub-contracts have been awarded, all contractors of Kingsport:

Plumbing—Kingsport Plumbing and Heating Company.

Electric work—Kingsport Electric Company.

Excavating and concrete work—J. M. Cross & Son.

Lumber and supplies—Citizens Supply Corporation.

All other work and material will be supplied by the general contractors.

### Contract for Arncos Mill Extension at Newnan, Ga.

The Fiske-Carter Construction Company of Greenville, S. C., wires that it has been awarded contract for the proposed mill extension for the Arncos Mills at Newnan, Ga. The addition will be 150 by 436 feet, of brick and steel construction, with saw-tooth roof. Construction has already begun and the following sub-contracts awarded:

Structural steel—Virginia Bridge and Iron Company, Roanoke.

Steel sash—David Lupton's Sons Company, Philadelphia.

Roofing and sheet metal—R. L. Moncreif, Newnan.

Lockwood, Greene & Co., with offices in Atlanta and Charlotte, are the engineers. The present Arncos plant is equipped with 10,000 spindles and 120 looms for the production of cotton and cotton and wool blankets.

### Lafayette Cotton Mills to Add 5000 Spindles.

Plans are being made for the improvement and enlargement of the Lafayette Cotton Mills at Lafayette, Ga., according to advices from W. A. Enloe, president, who states that the company plans to add 5000 spindles to its equipment. It will also build a modern weave shed and install 125 additional looms, building contract to be awarded about November 1. Robert & Co., Inc., of Atlanta are the engineers.

The Lafayette Cotton Mills are now operating 32 cards, 9856 ring spindles and 227 narrow looms for the production of jeans.

### Caroline Mills Organized in Georgia.

Details regarding the organization of the Caroline Mills at Carrollton, Ga., have been supplied by Tot Griffin, secretary of the Carroll Club (Chamber of Commerce), who states that the mill is expected to be ready for operation by February 1, 1928, with 4000 spindles, for the production of cotton yarns. Park A. Dallis of Atlanta is the engineer. Officers of the company include B. F. Boykin, president; L. J. Brock, vice-president; G. C. Cook, treasurer, and P. L. Shaefer, secretary and general manager.

### Adding 1000 Spindles and New Dwellings.

Forsyth, Ga.—The addition of 1000 additional spindles and the erection of a number of new operatives' dwellings have been undertaken here by the Trio Manufacturing Company for the expansion of its cotton mill. The company at present operates 3700 ring spindles and 1400 twisting spindles for the production of sewing and wrapping twines.

### 25 Dwellings for Aragon-Baldwin.

Whitmire, S. C.—Work has begun on an extensive housing program for the Aragon-Baldwin Cotton Mills here, involving the erection of 25 new dwellings and improvement to existing ones, for which J. R. Brownlee of Laurens, S. C., has general contract at approximately \$40,000. J. E. Sistrine & Company of Greenville, S. C., are the engineers.

### \$300,000 Cotton Mill for Commerce, Ga.

Commerce, Ga.—At a recent meeting of the board of directors of the Harmony Grove Mills, of which Governor L. G. Hardman is president, it was decided to build a new mill here of from 10,000 to 15,000 spindles at a cost of approximately \$300,000. The mill will be an addition to the present plant, but will be operated under a new charter and will be known as Harmony Grove Mill No. 2. It will employ about 500 operatives and will be built by local capital, it is said. Machinery will be ordered at once. Robert & Co., Inc., of Atlanta are the engineers.

### Burlington Processing Company Organized—To Erect Mill Building.

Organization of the Burlington Processing Company has been completely effected, according to a telegram from H. B. Skinner, secretary of the Chamber of Commerce, Burlington, N. C., who states that the company will locate in the Piedmont Heights industrial center of Burlington. It has been incorporated with a capital stock of \$250,000, of which \$165,000 has been paid in.

Plans of the company involve processing cotton yarns in skeins and warps for hosiery mills in the Burlington section. It will erect a building 265 feet by 67 feet, and equip it for a capacity of 60,000 pounds of yarn per week. The plant will employ 100 operatives initially, about equally divided between men and women, with an estimated payroll of \$3000 per week. A. L. Hill of Burlington is interested in the enterprise.

### No More Pyrotol After This Year.

Raleigh, N. C., October 15.—No more stumps will be blasted in North Carolina with the cheap government explosive, pyrotol, after this winter. The State has been allotted 525,000 pounds for the season and this amount will close the distribution of government explosive. After January 1 farmers who wish to use explosives on their farms will have to go to the regular commercial sources. During the past five years, 195 cars of this material has been used in the State according to figures supplied by A. T. Holman, extension agricultural engineer at State College. In September of this year orders were received for 108,950 pounds by farmers in four counties. Columbus leads this season with 58,400 pounds already ordered.

Mr. Holman states that about 5,000 farmers have invested \$275,000 in purchasing 3,000,000 pounds of the cheap explosive in the past five years. This has been used in the removal of tramp stumps from 60,000 acres of land and for clearing 6,500 acres of new land. The net savings and the gain in farm values as a result of using explosive ran well over a million dollars. "The distribution of this pyrotol is a regular extension project," says Mr. Holman. "It is not commercial in any sense. Farmers place their orders with their county agents and these orders are pooled and sent to the college; then they are forwarded to the Bureau of Public Roads in Washington. The farmers receive the allotment as ordered when the car has been shipped."

Mr. Holman has many letters from landowners telling how they used the material successfully in clearing their land. Most of it has been used to remove tramp stumps and large rocks from cultivated lands.

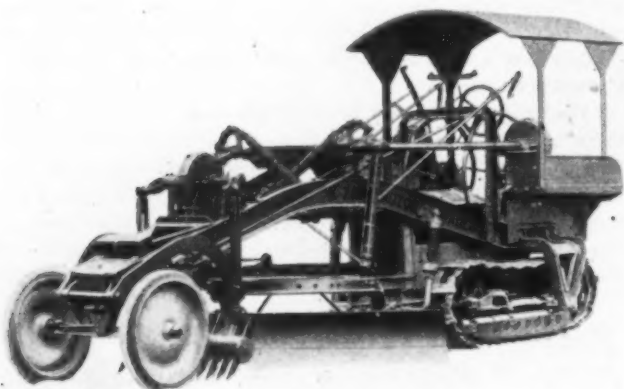
## MECHANICAL

### Motorized Road Maintenance Unit.

One of the newest combinations of a tractor with a grader, constituting a motor-grader, and making a complete practical road maintenance unit, is the Gallion Cletrac E-Z Lift motor grader which has been put on the market by the Gallion Iron Works and Manufacturing Company, of Gallion, Ohio. It is a combination of the well known Cletrac K-20 Tractor with Gallion grader parts that include many features developed by years of experience. It is observed that the assembling of these units is so simple that loosening four attachments and hoisting the rear of the grader makes the Cletrac immediately available for other service. Consequently, owners of one of these tractors can provide themselves with a complete motor grader by purchasing only the grader parts. The picture shows the motor grader complete.

Features of this grader include a powerful scarifier, a new type of spring suspended yoke, a low platform with fenders and cab. Steering, scarifier control and blade lift are all by machine cut worm gearing operation in a bath of oil in an oil-tight gear case.

A striking feature of this combination is the compensating differential and planetary transmission of the tractor which



GENERAL VIEW OF NEW MOTOR GRADER.

causes it to follow the front wheels of the grader as steered by the operator. At the same time the steering mechanism of the tractor is instantly available in difficult situations, giving the operator a powerful extra factor of control when needed.

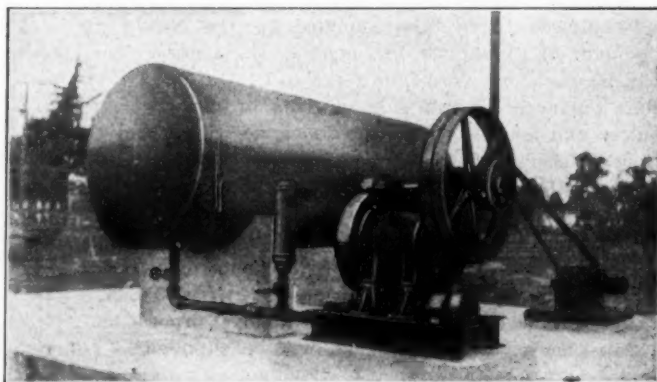
### Rotary Power Head for Pumps.

The picture herewith shows an installation of a hydro-pneumatic pressure pumping system with an electric motor drive of the open belt type, the machine driven being one of the Alamo-Dorward rotary power heads made for operating deep-well pumps. These power units, which have been in successful operation for four years or more, are a product of the Alamo Engine Company of Hillsdale, Michigan. The company directs attention especially to the feature that in the design of this machine rotary motion is converted in reciprocating straight line motion in a most simple manner for operating not only deep-well pumps but all other types of reciprocating plunger pumps.

In the construction of these power units it is observed that they employ no connecting rod, no cross head and that they combine great strength with simplicity. A description says that the construction consists mainly of two cylinders, one revolving inside of the other and supported and turnable on two annular roller bearings of large proportions;

also that the machine has no center axis bearings. The main drive gear, which is on the inside of the housing or shell, is attached to the inner rotor or cylinder. The large internal gear is stationary and is bolted to the outside cylinder or shell.

The straight line motion is produced by compounding the



HYDRO-PNEUMATIC PRESSURE SYSTEM WITH ELECTRIC DRIVE.

throw of the crank, the crankshaft being driven by a set of internal gears on the rear end of the machine. In operation when power is applied to the drive shaft, the pinion gear on this shaft drives the main gear which revolves the inside cylinder or rotor. This inner cylinder carries the crankshaft and the gear on the end of the crankshaft contacts with the internal gear and rotates the crank in the opposite direction, with the result that the center of the crank pin travels up and down in a straight line and therefore requires no connecting rod or cross head for guiding the plunger rod. This design it is further remarked produces straight line motion and is absolutely noiseless in operation. It runs equally well in either direction of rotation and it has no oscillating parts. All parts run in a bath of oil and every working part is dust proof.

### Quick and Handy Auto Storage System.

A new method of automobile storage which is described as rapid, efficient and economical has been invented by Arthur G. Henricks, vice-president of the Harnischfeger Corporation, Milwaukee, Wis., builders of traveling cranes and material handling machinery. It is known as the Arthen Auto Storage system and a full size working installation of it has been built and placed in operation. Engineers and architects have declared it to be a complete success after observing its operation.

The system consists of one or more elevators to carry the automobiles to the various floors in the storage building instead of having them run up ramps, which are expensive to construct and occupy much valuable space. Then there is an electrically operated transfer car to convey a car from the elevator to its proper stall and a dolly, also operated by electricity, to take the machine from the elevator to the transfer car or else from the stall to the transfer car, as the case may be.

To illustrate just how the system works: Suppose it is desired to put an automobile in a stall on the third floor. It is run onto the elevator and taken up. The dolly is then run under the front axle of the machine, raises the front wheels and pulls the automobile onto the transfer car which conveys it to the stall. Then the dolly moves the machine from the transfer car into the stall. It then goes back on the transfer car and is ready to handle the next machine. It is stated that the whole operation of parking an automobile in storage by this method is done in from one to three minutes, accord-



ing to the height of the floor where the machine is to be stored. An interlocking safety arrangement prevents any injury to the automobile when it is being moved about, and



SHOWING HOW A MACHINE IS HANDLED.

the transfer car, the elevator and the stalls are all provided with troughs for the automobile wheels to run in.

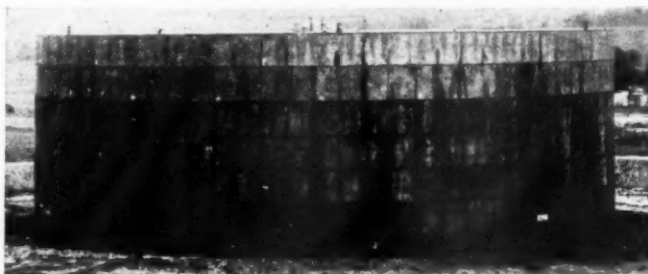
A notable advantage of the system is that the doors of the machine can be locked to insure safety of contents, because the automobile does not have at any time to be moved under its own power after it is run on the elevator on entering the building. Therefore there are no foul gases in the building. It is not necessary to move other machines to get out anyone desired.

It is particularly mentioned that this storage system is adaptable for storing various kinds of products in packages.

#### Oil Tank Roof Prevents Loss by Evaporation.

A new device developed in the oil industry gives promise of being a boon to the country at large as well as to the oil companies that utilize it. This is the Wiggins Breather Roof, which is designed particularly to stop evaporation loss from standing storage tanks.

This roof is constructed of steel plates welded together much the same as an ordinary steel roof. Its distinctive feature is that the roof framing is designed so that the roof,



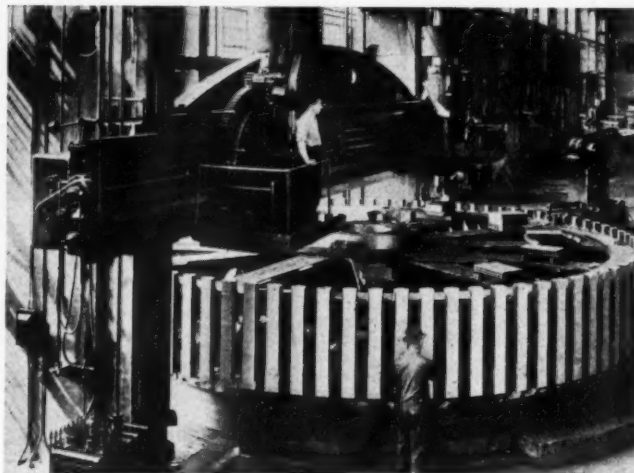
80,000-BARREL TANK, WITH ROOF, IN SEMINOLE FIELD.

when resting on it, dips below the top of the tank shell and forms an inverted frustrum of a cone.

The roof plates are not fastened in any way to the roof framing. When the tank is full of oil in standing storage and the small vapor space above the oil becomes heated and expands it lifts the roof enough to take care of such expansion without allowing any of the vapor to escape. When the hot part of the day is over and the vapor cools, the roof settles back to its former position. Thus the "cream" of the oil is conserved.

#### Cast Steel Spider for World's Largest Diameter Generator.

The accompanying illustration shows the large cast steel spider, weighing 175,000 pounds, which is being machined at the South Philadelphia Works of the Westinghouse Electric and Manufacturing Company. This spider, measuring 29 feet across, is part of the rotating element of the 40,000 KVA generator which will be installed at Conowingo, Md., for the



LARGE SPIDER FOR CONOWINGO GENERATOR.

hydro-electric development on the Susquehanna River of the Philadelphia Electric Company. This generator will have the largest diameter of any ever built, being 37 feet over all. It will run at 81.1 revolutions per minute.

#### Refractories Company to Install Continuous Tunnel Kilns—Process to Be Extended to Birmingham Plant.

It is announced that the Harbison-Walker Refractories Company of Pittsburgh, Pa., contemplates radical changes in its operating process by the installation of continuous tunnel kilns in five plants, variously located and at present engaged in the production of silica brick. Plans call for the ultimate displacement of all old round-type periodic kilns, the first work to involve the reconstruction of the East Chicago Works at an expenditure of approximately \$1,500,000. Upon completion of three units in East Chicago, the new process will be extended as rapidly as possible to other Harbison-Walker silica brick plants at Pittsburgh, Mt. Union and Downingtown, Pa., and at Birmingham, Ala.

The first kiln to be installed will be identical, it is announced, with kilns operating at Dusseldorf, Germany, in the plant of the Heinrich Koppers Company, where its operation was studied by J. E. Lewis, president of the Harbison-Walker Company, and associates. It will have a total length of 500 feet and a daily capacity of 35,000 nine-inch brick. In operating the kilns, pyrometric control will be used, with draft and pressure gauges to regulate temperatures, the burning temperature to be about 2700 degrees Fahrenheit.

#### Power for Ahoskie November 1.

Ahoskie, N. C.—Officials of Ahoskie have been notified by the Virginia Electric and Power Company of Richmond, Va., that it will begin serving electric power to Ahoskie consumers on November 1. The company's lines have already been built to the edge of the town and are expected to be completed within a short time.

# CONSTRUCTION DEPARTMENT

## EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

The date at the end of an item indicates issue of the Manufacturers Record in which earlier facts about the same enterprise were published.

## DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

### Airports, Airplane Plants, Etc.

Ark., Pine Bluff—City defeated \$75,000 bonds for airport development. See Financial News—Bond Issues Proposed. 9-22

Fla., Miami—Dixie & Northern Air Line, W. C. Wakefield, Pres., Detroit, Mich., reported, plans establishing southern terminal of line at Miami instead of Jacksonville as originally planned.

Miss., Jackson—City, Walter A. Scott, Mayor, voted \$75,000 bonds to establish airport. See Financial News—Bond Issues Proposed. 9-1

Mo., Kansas City—City may vote in December on \$1,000,000 bonds for purchase Kansas City Airport; H. F. McElroy, City Mgr. See Financial News—Bond Issues Proposed. 9-1

N. C., Greensboro—City Council receives bids Oct. 25 for lighting flying field, Guilford Airport; Grady L. Bain, Engr. See Want Section—Bids Asked. 7-21

Va., Richmond—Pitcairn Aviation of Virginia, Inc., capital \$25,000, chartered; Harold F. Pitcairn, Pres.; K. C. Acton, Sec.; soon begin operating airport. 10-6

### Bridges, Culverts and Viaducts

#### Proposed Construction

Ark., Arkansas City—E. M. Elliott and Associates, Inc., 300 Michigan Blvd., Chicago, Ill., requested authority Desha County Court, T. R. Jacobs, Judge, to build concrete and steel toll bridge across Mississippi River, totaling 2 mi. including approaches, from Desha County; franchise from Bolivar County, Miss., and permit from War Dept., Washington, D. C., will have to be granted.

D. C., Washington—Dist. Comms. receive bids Nov. 7 to reconstruct Virginia abutment of Chain Bridge; plans on file at Room 427 Dist. Bldg.

Fla., Palm City—Martin County Comms., Stuart, plan bridge at Palm City; cost \$125,000. See Financial News—Bond Issues Proposed.

Fla., Panama City—War Dept., Washington, D. C., reported, approved revised plans of State Road Dept., F. A. Hathaway, Chmn., Tallahassee, for bridge over East Bay, near Panama City, to be built by Johnson, Drake & Piper, 600 Lincoln Rd., Miami Beach. 8-18

Fla., Point Washington—Point Washington-Jolly Bay Assn., organized; W. H. Wesley, Pres.; Van R. Butler, Sec.-Treas.; plans bridge across Choctawhatchee River, connecting Point Washington and Jolly Bay.

Ga., Brunswick—State Highway Board, East Point, plans letting contract within few weeks for bridge over Little Satilla River near Spring Bluff.

La., New Orleans—City, Dept. of Public Finance, Woodie L. Legler, Pur. Agt., receives bids Nov. 3 for reinforced concrete bridge across Seventeenth Canal, at S. Claiborne Ave., 30-ft. clear roadway, 5-ft. sidewalk; plans on file. 9-29

La., New Orleans—City Comm., Dept. of Public Finance, Woodie J. Legler, Pur. Agt., received low bid from W. Horace Williams Co., Inc., Southern Bldg., at \$56,450, for 150-ft. plate girder swing bridge crossing New Orleans Navigation Channel; Bryson Vallas, City Engr. 9-22

Miss., Laurel—Jones County Board of Supervisors plans building and improving bridges. See Roads, Streets, Paving.

Mo., Kansas City—City plans 3513-ft. 80-ft. wide viaduct on Winner road, between Kansas City and Independence, estimated cost \$1,900,000, to be built by city of Kansas City, Kansas City Public Service Co. (Street Railways), 501 Orear-Leslie Bldg.; Missouri Pacific R. R. Co., E. N. Hadley, Ch. Engr.,

St. Louis; Frisco R. R., F. G. Jonah, Ch. Engr., St. Louis; Kansas City Southern R. R., A. N. Reece, Ch. Engr., Sugar Creek Ave., Kansas City; Sheffield Steel Corp; viaduct passes over Blue River and railroads named above. 10-6

Mo., St. Joseph—City, Wm. H. Finch, Chm., plans 1097-ft. concrete and steel bridge over Missouri near St. Joseph; 482-ft. 6-in., 302-ft. 6-in. and 302-ft. spans, main span having clearance of 53 ft. above high water; 6-in. concrete floor; Kansas approach to bridge to be dirt fill, on 5½% upward grade toward bridge; Missouri approach concrete driveway of same grade; E. J. Kirwan, Pierre, S. D., Bridge Engr.; \$400,000 bond issue available. 10-13

Okla., Oklahoma City—City, E. M. Fry, Mgr., considering 2 bridges over Canadian River, at Robinson Ave., and Exchange Ave.; B. M. Hart, City Engr. See Financial News—Bond Issues Proposed.

Tenn., Gainesboro—U. S. Corps of Div. Engrs., Cincinnati, Ohio, approved bid of Nashville Bridge Co., Shelby Ave., for false work of 280-ft. span Highway Bridge across Cumberland River, Gainesboro, at mouth of Doe Creek, connecting with Red Boiling Springs road.

Tex., Fort Worth—State Highway Comm., R. S. Sterling, Chmn., Austin, plans rebuilding 2 bridges on Fort Worth-Dallas Highway, across Village and Rush Creeks; R. A. Thompson, State Highway Engr.

Tex., Port Arthur—L. G. Frost, Consit. Engr., New Orleans, La., will request federal permission for vertical lift bridge across Sabine-Neches Canal, linking Pleasure Pier with mainland, with 148-ft. horizontal clearance; estimated cost \$125,000; J. P. Logan, Mayor; Lieut.-Col. Julian L. Schley, Galveston, U. S. Engr., in charge of Dist. 9-1

Tex., Memphis—State Highway Dept., R. S. Sterling, Chmn., Austin, considering bridge across Red River on Colorado-Gulf Highway, near Estelline; G. G. Wickline, State Bridge Engr.

Tex., Port Arthur—City Comm. approved proposal of Sabine Developers, Inc., to construct toll causeway across Lake Sabine, connecting Port Arthur and Cameron Parish, La.

Tex., Seguin—Guadalupe County plans 2 bridges and 3 culverts. See Roads, Streets, Paving.

Va., Bristol—City Comms., plan bridge over Beaver Creek, connecting Haynes St. and Southside Ave.; Arthur Green, City Engr.

Va., Norfolk—Director of Public Safety, Charles A. Borland, plans repairing Norfolk-Berkley draw bridge, recently damaged; cost \$60,000.

Va., Quantico—Richmond-Fredericksburg and Potomac R. R. Co., E. M. Hastings, Ch. Engr., Richmond, plans steel and concrete bridge across Powell's Creek.

Va., Richmond—City, Henry E. Woody, Alderman, considering \$500,000 bridge on line of Broad St., between Twelfth and Twenty-third Sts.

W. Va., Charleston—Kanawha County Court, R. N. Moulton, Clk., receives bids Nov. 3 for Winifrede Junction Bridge, State Bridge No. 1119, Chelyan to Marmet road, at mouth of Fields Creek, Cabin Creek Dist., near Winifrede Junction, concrete substructure and superstructure, 50 spoon deck girder; plans from County Road Engr. or Bridge Div. State Road Comm., South Charleston.

W. Va., Huntington—City Comms., H. H. Fielder, Clk., receives bids Oct. 24 to pave 5th Ave. Bridge, from eastern approach to western approach of bridge; plans from A. B. Maupin, City Engr.

W. Va., Shinnston—State Road Comm., E. B. Carskadon, Sec., Charleston, requested

authority from War Dept., Washington, D. C., to erect bridge across West Fork River at Shinnston, Harrison County; 2 spans, with clear width of 129.75 ft. between piers and 31.5 ft. clear height above low water; Maurice L. Loudin, County Clk.; hearing to be held Oct. 27.

#### Contracts Awarded

Ark., Georgetown—Missouri and North Arkansas Ry. Co., H. J. Armstrong, Ch. Engr., Harrison, let contract to List & Weatherly Construction Co., Railway Exchange Bldg., Kansas City, Mo., to replace 300-ft. draw span and reconstruct pivot pier to bridge over White River, Georgetown. 9-29

Miss., Bolton—Lee W. King, McComb, has contract for overhead bridge near Bolton, Hinds County, on Vicksburg-Jackson Highway. 9-22

Miss., Tupelo—Richard King, Shannon, Miss., has contract to widen long bridge on Old Town Creek, being part of United States Highway No. 45.

Mo., Joplin—City, O. P. Mahoney, Commr. of Streets, let contract to Independent Gravel Co., at \$7,000, for roadbed in Broadway Viaduct.

Mo., Springfield—City let contracts to Laclede Steel Co. to furnish 550 tons reinforcing steel for Grant Avenue viaduct; contract for construction let to List & Weatherly Construction Co., Railway Exchange Bldg., Kansas City. 10-6

Mo., Springfield—City let contract to M. E. Gillioz, Monett, at \$140,093, for 1135-ft. concrete viaduct over Frisco and Missouri Railways and Jordan Creek, 40-ft. roadway, 6-ft. walks; F. D. Hughes, Consit. Engr.

Okla., Enid—Garfield County Comms. let contracts for 2 bridges and 17 culverts; W. H. McNeal, Eli and Leonard Wells, Enid, for culverts Nos. 30, 37 and 32; E. L. Redwine, Covington, for culverts Nos. 33, 27 and 28; Forshee Brothers, Hayward, for bridge No. 20, culverts Nos. 29, 34, 35 and 36; J. L. Hilerman & Sons, Covington, for bridge No. 21, culverts Nos. 27 and 28; McLaren Brothers, Bison, for culverts Nos. 39, 40, 41, 42 and 43.

S. C., Johnsonville—State Highway Dept., Ben M. Sawyer, Ch. Highway Commr., Columbia, let contract to Austin Bros. Bridge Co., Atlanta, Ga., at about \$17,097 for highway timber bridge over Lynches River, 2 mi. from Johnsonville.

S. C., Pelzer—Board of Supvrs. and Comms. of Greenville and Anderson Counties, let contract to D. M. Rickenbacker, Union, at \$32,042, for reinforced concrete bridge over Saulda River at Pelzer, Anderson County. 9-22

Tex., Houston—City Sec. let contract to Universal Construction Co., at \$18,325, for Altie Street Bridge near Stonewall Jackson High School; J. C. McVea, City Engr. 9-22

Tex., San Antonio—City let contract to J. G. Jeffrey, 2123 Buena Vista St., at \$25,139, for reinforced concrete bridge on Martin St., between St. Mary's and Soledad St. 9-15

Tex., Stinnett—Hutchinson County Comms., reported, let contract to Austin Bridge Co., 1813 Clarence St., Dallas, at \$190,000, for highway bridge across Canadian River, between Borger and Stinnett.

W. Va., Charleston—Kanawha County Court, R. N. Moulton, Clk., let contract to Clark & Lewis Luray, Va., at \$13,813, for concrete substructure of Lens Creek Bridge on Marmet-Cabin Creek road, Loudon Dist. 9-29

W. Va., Mason City—Pomeroy-Mason Bridge Co., Robert L. Hogg, let contract to Dravo Contracting Co., Dravo Bldg., Pittsburgh, Pa., for suspension bridge over Ohio River between Mason City and Pomeroy, Ohio; 650-ft. horizontal clearance, 40-ft. ver-



tical clearance above water, except short distance between towers, included in plans; 584-ft. long, 2 end spans, about 250-ft.; 106-ft. above low water mark; Maj. E. D. Ardery, U. S. Dist. Engr. 10-6

### Canning and Packing Plants

Ark., Russellville—Chamber of Commerce, E. W. Hogan, Sec., reported, interested in location of chain of canning plants.

Fla., St. Petersburg—Milne-O'Berry Co., C. C. Childs, Mgr., 26 Second St. S., reported, install complete equipment for canning grapefruit, grapefruit juice, etc.

Texas—Texas Citrus Fruit Growers' Assn., John Shary, Pres., San Benito, reported, acquired sites at Mission, Brownsville, Weslaco and McAllen for packing plants; probably expend \$1,000,000 in expansion program. 10-13

Tex., Mission—Texas Citrus Fruit Exchange, reported, plans establishing canning plants throughout the valley.

### Clayworking Plants

Tex., Rio Grande—American Brick Co., capital \$60,000, incorporated; C. A. Morgan, R. J. Morgan, J. C. Esperson.

Va., Richmond—South-Richmond Pottery Co., Valentine Ritger, Second and Maury Sts., reported, acquired 4 acres of land on Petersburg turnpike for pottery plant.

### Coal Mines and Coke Ovens

Ark., Ft. Smith—Panama Smokeless Coal Co., 216 Merchants National Bank Bldg., capital \$10,000, chartered; J. E. Boring, Ft. Smith, E. G. Castle, Henry Freeman, both Huntngton.

W. Va., Nolan—Winifrede Block Coal Co., care of E. C. Lambert, has 350 acres to be developed; daily output 500-750 tons coal. See Want Section—Machinery and Supplies.

### Concrete and Cement Plants

Ga., Atlanta—J. Clayton Burke, 27 E. Wesley Ave., reported, establish plant to manufacture artificial stone and tile.

W. Va., Martinsburg—Monarch Brick and Cement Co., capital \$250,000, incorporated; F. Vernon Aler and associates; establish plant on Charles Town Rd.; Norman S. Sprague, Consult. Engr., 6372 Jackson St., Pittsburgh, Pa.

### Cotton Compress and Gins

Mississippi—Mississippi Cottonseed Products Co. will issue \$1,250,000 6% first mortgage gold bonds; company organized under laws of Delaware to acquire and operate 13 cotton oil mills in State of Mississippi, formerly operated under separate charters; plants are as follows: Humphreys County Oil Mill, Belzoni; Planters Oil Mill, Greenwood; Glenn Allen Oil Mill, Glen Allen; Grenada Oil Mill, Grenada; Greenville Oil Works, Greenville; Hazlehurst Oil Mill and Fertilizer Co., Hazlehurst; Hollandale Cotton Oil Mill, Hollandale; Sunflower Cotton Oil Co., Indianola; Mississippi Cotton Oil Co., 117 N. Gallatin St., Jackson; Planters Oil Mill and Gin Co., Kosciusko; Magnolia Cotton Oil Co., Magnolia; Newton Oil Mill, Newton; Planters Oil Mill, Yazoo City; Board of Directors are: George W. Covington, Pres., Hazlehurst; J. H. Turbeville, Sec.-Treas., Jackson; purpose of issue is to acquire stock and retire bonds on constituent mills and to provide additional working capital.

Miss., Frenchman's Bayou—J. M. Speck & Co., reported, rebuild gin burned at loss of \$15,000.

Tex., Hungerford—Farmers' Gin Co., capital \$25,000, incorporated; W. J. Hudgins, J. B. Ferguson.

Tex., San Saba—Ponton & Vogel, reported, rebuild burned gin.

### Drainage, Dredging and Irrigation

Alabama—F. B. Albert, Guntersville, Ala., reported, interested in drainage system to reclaim about 60,000 acres land in Marshall County by the canalization of Brown's Creek.

Fla., Stuart—St. Lucie River Inlet Comsn., soon receive bids for dredging of channel; plans and specifications under way.

N. C., Greenville—Greenville Kiwanis Club interested in deeper waterway in Tar River, desiring to connect Greenville with inland waterway route shortly to be cut between Wilmington and Beaufort; Maj. W. A. Snow, Dist. Engr.

Tex., Brownsville—Cameron County Comms., reported, contemplate taking over options on lands of abandoned Naval radio station at Pt. Isabel to further deepwater navigation.

Va., Norfolk—U. S. Army District Engrs., Col. H. C. Jewett, received low bid from Atlantic Gulf and Pacific Dredging Co., 13 Park Row, New York City, for widening and deepening channel in Southern and Eastern branches of Elizabeth River; work includes channel of Southern branch to be straightened and depth from Belt Line bridge to Virginian Ry. bridge to be increased from 25 to 30 ft.; Eastern branch to be deepened to 25 feet; cost of project about \$450,000. 9-15

### Electric Light and Power

Alabama—Stockholders of Gulf Electric Co., 68 St. Francis St., Mobile, Ala., Houston Power Co., Newton, Ala., and Alabama Power Co., Birmingham, Ala., reported votes Nov. 10 on consolidation of companies; purpose of consolidation to enable capital for additions to line and to plant of the 2 smaller companies to be secured on better basis.

Ala., Ensley—Ensley Real Estate Board, James McPherson, reported, interested in white way on Ave. F. between Seventeenth and Twentieth Sts.

Fla., Pensacola—Gulf Power Co., Box 1645, advises: "Have made no contract with city to cover white-way installation on Palafox St."

Ga., Waynesboro—Burke County Chamber of Commerce advises that city council has reached an agreement to sell power plant to Georgia Power Co., Atlanta, for \$150,000, city to retain buildings; action will be ratified by vote of people. 10-13

Ky., Louisville—Kentucky Electric Development Co. incorporated to furnish electricity to small towns and rural communities throughout State of Kentucky; increase of capital \$200,000 to \$300,000 is to provide funds for building electric transmission lines to districts not yet supplied; no contracts have been awarded; all construction work by company. 10-13

La., Alexandria—Commsn. Council, reported, let contract to General Electric Co., Union Indemnity Bldg., New Orleans, La., for turbine for city power plant; to Wheeler Engineering and Condenser Co., Canal Commercial Bldg., New Orleans, for condenser.

Maryland—Pennsylvania Water & Power Co., main office 40 Wall St., New York, is investigating details for the proposed construction of \$30,000,000 hydro-electric project at Safe Harbor, Pa., on Susquehanna River; plans organizing Safe Harbor Water Power Corp., and Chance Ford Water Power Corp. to make foundation borings and work out engineering details; tent. plans call for dam about two-thirds of a mile long, average height of 50 ft. to maintain pond elevation of 225 ft. above sea level; expects to supply power to Southern and Central Pennsylvania, Maryland, District of Columbia, Northern Virginia and Southeastern West Virginia, involving construction of transmission lines.

Md., Baltimore—City, John J. Hanson, Supt. of Lighting, reported, install 277 electric lights in Guilford. 9-1

Miss., Gulfport—City receives bids Oct. 27 for installing white way system. See Want Section—Bids Asked.

Mo., Cape Girardeau—City, James A. Barks, Mayor, and Missouri Utilities Co., reported, interested in establishment of electric lighting system.

Mo., Kansas City—Gasconde River Power Co., incorporated; A. Bickel, 1304 W. 50th St., B. McCuiston, 5522 Tracey St., F. M. Deardorff.

Mo., St. Louis—Samuel Insull & Son, Inc., 72 W. Adams St., Chicago, Ill., reported acquired Inland Power and Light Co., including funded debt; Inland Power and Light Co. controls Kansas Power Co., Missouri Public Service Co., St. Louis, Michigan Public Service Co., Arkansas-Missouri Power Co., St. Louis, and Dalhart (Texas) Public Service Co.; these companies, all of whose operating offices are at St. Louis, furnish electricity, gas and water and ice; electric systems have a capacity of 33,068 kw. and own 2252 miles transmission lines; gas systems have plants of 845,000 cu. ft. daily capacity and 123 miles gas mains; water systems have capacity of 12,000,000 gals. daily and 82 miles of mains.

N. C., Conover—Southern Public Utilities Co., 432 S. Church St., Charlotte, N. C., reported, will require municipal electric light plant.

Okla., Bristow—City, Malcolm Morrisson, Mayor, reported, plans installing white way system.

Okla., Oklahoma City—Southwestern Light and Power Co., Braniff Bldg., increased capital \$3,242,272 to \$6,930,439.

S. C., Greenville—Southern Public Utilities Co., North Main St., reported, install extension of white-way system on W. Coffee St.

S. C., Williston—City, reported, plans in-

stalling white-way system. Address The Mayor.

Tex., Abilene—City, Thomas E. Hayden, Mayor, reported, applied to State Board of Water Engrs., Austin, for permit to impound 14,000 acre ft. of water behind earthen dam 4200 ft. long and 40 ft. high on Cedar Creek, for mining, milling, manufacturing and to provide additional water supply.

Tex., Bullard—Bryant Electric Co., Dallas, reported, construct electric light plant.

Tex., Galveston—Shearn Moody, reported, applied for 50 yr. franchise to establish and operate electric light and power plant.

Tex., Harlingen—City votes Nov. 8 on sale of light and water plant to Central Power and Light Co., Frost National Bank Bldg., San Antonio.

Tex., Nocona—Texas-Louisiana Power Co., Ft. Worth Club Bldg., Fort Worth, reported, construct brick and concrete power plant, 150x250 ft., 3600 ft. h.p.; serve within radius of 75 miles in Texas and Oklahoma; also enlarge ice plant.

Tex., Texas City—Texas Gulf Power Co., reported, construct power plant adjoining water pumping station; daylight type, brick construction; cost about \$300,000. 7-14

### Fertilizer Plants

Tenn., Memphis—Alabama Chemical Co., Vandiver Bldg., Montgomery, Ala., reported, leased plant of Tupelo Fertilizer factory at Hollywood.

### Flour, Feed and Meal Mills

Miss., McComb—McComb Milling Co., capital \$10,000, incorporated; Otto W. Allen, J. Burton Alford; has building, will improve, later, erect new plant for manufacture gr.its and mixed feeds.

N. C., Albemarle—H. L. Lowder and R. D. Lowder, reported, organized company; has building; will install machinery for flour mill; daily capacity 350 bbls. flour and 250 bu. corn meal.

### Foundry and Machine Plants

Fla., Orlando—Automotive Elevator Corp., capital \$100,000, chartered; C. W. Rood, W. E. Smythe, C. Wayne Gray.

Md., Baltimore—Eastern Welding & Radiator Co., Bruno Lari, Pres., 417 S. Fifth St., let contract to Lewis A. Young 10 Glen Ave. to erect plant addition, 1-story, 32x115-ft., brick, concrete floors, built up roof, steel sash.

Mo., St. Louis—Refrigerating Machinery, etc.—York Ice Machinery Corp., reported, chartered in Delaware, capital \$20,000,000, Thomas Shipley, Pres., York, Pa.; F. J. Shipley, Vice-Pres.-Treas., Brooklyn, N. Y.; E. A. Fleinschmidt, Sec.-General Asst. Treas., St. Louis; formed by merger of York Manufacturing Co., York Milk Machinery Co., York Oil and Chemical Co., all York, Pa.; Shipley Construction and Supply Co., 42d St. and Second Ave., Brooklyn, N. Y.; Southern Construction & Supply Co., 412 Houston St. N. E., Atlanta, Ga.; Greenwood Construction and Supply Co., 2400 Carson St., Pittsburgh, Pa.; York-Ohio Ice Machinery Co., 2700 N. Washington St., Cleveland, Ohio; York Products Co., 119 S. 11th St., St. Louis, Mo.; Bay State Construction and Supply Co., 200 Causeway, Boston, Mass. and Central Construction & Supply Co., Philadelphia, Pa.; properties involved will for present be operated practically as heretofore. 10-13

Mo., St. Louis—Carondelet Foundry Co., 2101 S. Kingshighway, reported, let contract to W. Ferris & Co., 2929 Locust St., for alterations to moulding room; cost about \$15,000.

Mo., Springfield—L. J. Kent Boiler and Iron Works, 700 E. Brower St., reported, plans erecting \$35,000 factory building cor. Central St. and Summit Ave., steel, brick and concrete, 140x100-ft., install 25 ton capacity electric crane, etc.

S. C., Bennettsville—Farmers' Salvage Co., C. S. McCall and associates, reported, establish plant to rebuild farm machinery and implements; also contemplates locating additional plants in North Carolina, South Carolina, Georgia, Alabama, Mississippi and Louisiana.

Tex., Arlington—Southern Ornamental Iron Works, F. E. Austin, Pres., Box 27, Dallas, Tex., plans erecting 100x300-ft. building, brick walls, concrete floors, steel roof; cost \$60,000; install \$15,000 equipment including shears and breaks; open bids about Nov. 15; manufactures ornamental iron, elevator doors, fire escapes, etc. 10-6

Tex., Fort Worth—Oil Well Supplies—American Manufacturing Co., Hodge Sta., reported, has permit for erection of \$50,000 steel factory building, Sylvania St.

### Gas and Oil Enterprises

Ala., Birmingham—O. J. Umphrey Oil Co., capital \$30,000, incorporated; O. J. Umphrey, 8130 4th Ave.; R. H. Webster.

Ark., El Dorado—Lion Oil Refining Co., H. M. Briedenthal, V. P. and Gen. Mgr., reported, rebuild burned portion of plant.

Fla., Jacksonville—Morgan and Wood, Inc., capital \$15,000, chartered; R. C. Morgan, 314 W. 10th St., Lloyd Z. Morgan, Barnett Bldg.

Fla., Stuart—Gulf Refining Co., Geo. W. Parks, Resident Mgr., reported, build gas distribution station; brick warehouse 40x60 ft.; dock 260 ft. long; garage, etc.; expend \$14,000.

Fla., Winter Haven—Town ratified gas franchise of Ralph B. Wagner; will construct gas plant, supplying Winter Haven, Bartow and Eagle Lake; later will supply adjoining towns.

Ga., Savannah—Pan American Petroleum Corp., reported, plans erection of storage plant.

La., Crowley—Louisiana Oil and Royalty Co., Inc., incorporated; P. L. Lawrence, Jack D. Lawrence.

La., Ruston—Richland Gas Co., James Bldg., reported, will offer \$150,000 7% gold bonds; company owns gas line and distributing system of Rayville and Winnsboro, Mangham, Baskin and Archibald.

La., Shreveport—Reserve Natural Gas Co. of Louisiana, 1321 Slattery Bldg., are laying 4½ miles of 10-in. and 1½ miles of 10-in. pipe line to Cotton Valley district, using National tube P. E. pipes and Dayton couplings; construction by company.

Mo., Kansas City—Industrial Petroleum Co., increased capital \$10,000 to \$50,000.

Okla., Marshall—Oklahoma Gas and Electric Co., Insurance Bldg., Byllesby Engineering and Management Corp., Engineers and Managers, Oklahoma City, acquired municipal property at Marshall; purchased distribution system, secured franchise; have taken property and operation over; no equipment to be purchased.

Okla., Muskogee—City reported votes on \$150,000 bonds for building 11 miles of 12-in. pipe in belt around the city to supply gas from C. N. Haskell's proposed line; A. F. McGarr, 607 Barnes Bldg., City Mgr.

Okla., Tulsa—Hoxie & Webber Drilling Co., capital \$20,000, incorporated; C. W. Webber, 245 W. 14th Place, Tulsa; W. A. Webber, Collinsville.

Okla., Tulsa—American Natural Gas Corp., Robt. C. Sharp, Pres., reported, acquired entire stock of Oklahoma Natural Gas Corp., having properties in Oklahoma and controlling other gas companies in Texas and Kansas; properties include leaseholds on more than 215,000 acres, gas purchase contracts covering upwards of 125,000 acres of additional reserves, deriving gas from more than 950 gas producing wells; over 2275 miles of transmission and distribution lines and 15 modern compressor stations; capacity from wells over 2,500,000,000 cu. ft. daily; American Natural Gas Corp. has call on gas reserves comprising approximately 100,000 acres; owned by Phillips Petroleum Co. in Amarillo field in Texas; will serve Tulsa, Sapulpa, Okmulgee, Oklahoma City, Muskogee, Shawnee, Norman, Guthrie, etc.; will supply industrial consumers including Oklahoma Power Co., Texas Corp., Oklahoma Gas and Electric Co., Mid-Continent Petroleum Corp., and Producers and Refiners Corp.; supply natural gas to American Public Service Co. and other Texas companies; G. L. Ohrstrom & Co., Inc., New York, reported, to handle financial details of merger; new company will carry out Phillips Petroleum Co.'s construction program for construction of pipe line to Panhandle district.

S. C., Orangeburg—Standard Oil Co., reported, expend \$25,000 for storage tanks and distributing plant.

Tenn., Chattanooga—State Railroad and Public Utilities Comsn., Nashville, reported, approved granting franchise of Chattanooga Gas Co., 800 Broad St., to operate in towns of St. Elmo, North Chattanooga and Missionary Ridge.

Tenn., Covington—Arthur J. Smith, representative of Great Northern Utilities Co., Chicago, Ill., reported, granted 25 year franchise, construct gas plant, lay mains, etc.; lay pipe gas from fields near Owensboro, Ky., to number of cities in west Kentucky and in west Tennessee including Covington, Union City, Dyersburg, Henning, etc.

Texas—Phillips Petroleum Co., Bartlesville, Okla., reported, has plans for refining plant in Panhandle, probable location Borger; 10,000 bbl. daily capacity.

Tex., Dallas—Turley Oil Co., capital \$10,000, incorporated; Louis S. Turley, 1217 Louanne St., A. L. Beason, J. S. Turley.

Tex., Henderson—Dixie Gas and Fuel Co., Houston, reported, granted franchise for distribution of natural gas.

Tex., Jacksonville—Dixie Gas and Fuel Co., Houston, reported, soon begin laying gas mains in city; lines will extend from gas

fields in Northern Louisiana and Eastern Texas through Longview, Henderson, Jacksonville to Palestine.

Tex., Munday—C. O. Moore of Stamford and associates, reported, has gas franchise.

Tex., Nacogdoches—James B. Evans, Beaumont, reported, acquired Yuba Oil Refining Co.'s plant, capacity 100 bbls. crude oil daily.

Tex., Orange—Engineers Service Corp., Post-Dispatch Bldg., Houston, contractors for pipe line connecting Orange natural gas system with main line of Dixie Pipe Line Co., Esperson Bldg., Houston, reported, completed survey for right of way; will soon begin construction work; line will extend from Orange by way of Western Ave. to West Orange to Cow Bayou, about 1 mile north of Orangefield, and crossing Neches River at Fort Neches.

Tex., Richmond—Glenn Birdwell and E. C. Farmer, reported, interested in natural gas system.

Tex., San Antonio—Southern Gas Utilities Inc., 504 City National Bank Bldg., will erect pipe line San Antonio to New Braunfels and Seguin and distribution systems in both towns; erect small meter houses; N. A. Saigh Co., Builders' Exchange Bldg., San Antonio, Contr.; Youngstown Sheet and Tube Co., Youngstown, Ohio, has contract for pipe and S. R. Dresser Mfg. Co., 54 Boylston St., Bradford, Pa., for couplings.

### Ice and Cold-Storage Plants

Ga., Blackshear—Ware County Light & Power Co., Waycross, owners of Blackshear Cold Storage plant, reported, expend \$10,000 enlarging and improving plant; commercial refrigeration plant ordered; work under supervision A. R. Zimmerschied; J. B. Pridgen, Mgr.

La., Lake Charles—Gulf States Utilities Co., G. W. Swift, Mgr., 314 Broad St., reported, expend about \$150,000 on erection ice plant on Ryan St., capacity 80 tons; install modern machinery; C. H. Meeks, Supt.

La., New Orleans—New Orleans Cold Storage & Warehouse Co., Sol Drapekin, Sec., 130 S. Front St., reported, has permit to construct and operate loading platform on S. Peters St. between Callopie and Gaienne St.

Miss., Meridian—Hagson Realty Co., reported, has permit for construction cold storage plant and warehouse on Fifth Ave. between Twenty-ninth and Thirtieth St., cost about \$25,000.

Tenn., Chattanooga—E. G. Henderson & Co., Rossville Blvd., has permit for \$10,000 ice plant, brick and steel.

Tex., Denton—Home Ice Co., capital \$30,000, incorporated; Homer Kerley, Ned Reitor, G. W. Martin; plans erecting ice factory on N. Locust St., capacity 20 to 40 tons distilled water ice.

Tex., Nocona—See Electric Light and Power.

Va., Alexandria—Guaranty Storage Co., Inc., capital \$50,000, chartered; B. W. Parker, Max Fischer, Wm. E. Everett.

Va., Richmond—Richmond Cold Storage Co., N. Eighteenth St., reported, let contract to Max Wetzel for new unit to plant, 152x100 ft., daily capacity of 125 tons ice; total cost, including equipment, about \$125,000. Company wires: Max Wetzel, contractor for building; D. I. Davis, 10422 Longwood Blvd., Chicago, Ill., Engr. in charge; contract for ice tank, York Manufacturing Co., York, Pa.; building 152x100-ft.; 125 tons daily capacity with ice storage of 50,000 blocks ice, storage space in this unit will be utilized in winter for apple storage.

### Iron and Steel Plants

Okla., Oklahoma City—Sheffield Steel Corp., W. L. Allen, Pres., Kansas City, Mo. reported, probably establish branch plant.

### Land Development

Ala., Birmingham—Crestdale Estates, Inc., chartered; T. Barton Baird, 1715 6th Ave. N.; W. E. Mitchell, Shades Mountain.

Ala., Birmingham—Jones Valley Land Co., Inc., capital \$30,000, incorporated; W. K. Grimes, W. T. Stone.

Ala., Birmingham—Rocky Ridge Cahaba Land Co., capital \$50,000, incorporated; F. E. Mackie, 839 Conroy Rd.; R. C. Foster, 1420 St. Charles St.

Ala., Birmingham—Mountain Lake Realty Co., capital \$75,000, incorporated; Roland M. Allison, Roebuck Springs; Geo. W. Yancey, 4401 Overlook Road.

Ala., Birmingham—Bains Brothers Holding Co., incorporated; H. L. Bains, R. L. Bains, both 2028 6th Ave. N.

Ala., Birmingham—Roebuck Hills Co., Inc., capital \$25,000, incorporated; V. E. Elliott, G. W. Beggs.

Ala., Birmingham—Quinn-Bond Realtors, Inc., chartered; B. J. Quinn, Dan Trawick, Jr., 2233 22d St.

Ala., Birmingham—Cloverdale Land Co.,

c/o Chas. E. Rice, Jackson Bldg., has 60 acres; will develop 50 acres for residential and business sites; survey now being made; will expend \$120,000 for gas, water, paved streets, etc.; B. B. Burnham, Comer Bldg., Archt.; J. H. Glauder, Landscape Archt., Jackson Bldg.

Ark., Camden—Industrial Development Co., capital \$16,000, incorporated; T. J. Gaughan, G. S. Purifery, W. W. Henderson.

Ark., Harrison—Jack Wilson Holt, reported, interested in development of golf course.

Fla., Crescent City—Byrd Orange Co., A. N. Preston, Sec., will develop 25 acres for orange groves and vineyard.

Fla., Fort Myers—C. Franklyn Wheeler & Co., Inc., chartered; B. H. Goodrich, W. J. Wood.

Fla., Fort Myers—Title Investment Co. incorporated; M. M. Heltman, D. S. Borland.

Fla., Homosassa—Homosassa Beach Co., incorporated; M. G. Fisher, Gene O'Boyle.

Fla., Jacksonville—Campbell-Wheeler Co., incorporated; G. W. Wheeler, 208 Aberdeen Ave., J. A. Campbell.

Fla., Jacksonville—Jacksonville Properties, Inc., chartered; C. G. Ashby, 2714 Park St., J. M. B. Simpson.

Fla., Jacksonville—Skinner Brothers Realty Co., Lynch Bldg., incorporated; R. G. Skinner, A. C. Skinner, 470 Avondale ave.

Fla., Jacksonville—Jax Building Realty Co., capital \$25,000, incorporated; J. M. Bass, J. A. Campbell, 230 Hogan St., A. B. Porter.

Fla., Miami—Franklin C. Bush, Inc., 4197 Douglas Road, chartered; H. F. Ward, 1311 Anambra Circle, T. J. Munnus.

Fla., Mt. Dora—Malone Realty Co., Inc., capital \$10,000, incorporated; G. C. Malone, G. W. Malone.

Fla., Orlando—Wembico, Inc., chartered; O. R. Henderson, Dixie Ave.; O. W. Hurlbut.

Fla., Orlando—Seemadore Co. incorporated; O. R. Henderson, Dixie Ave.; C. E. Henderson.

Fla., St. Petersburg—H and E Land Co., Inc., chartered; E. M. Eustis, 516 16th Ave. N.; H. W. Holland, Florida Theater Bldg.

Fla., St. Petersburg—Kolograph International Distributing Corp., incorporated; M. J. Burnside, 243 First Ave. N., Frank Arnold.

Fla., Venice—Venice Farms Operating Co. incorporated; S. H. Lane, E. E. Bussey.

Fla., West Palm Beach—Thirty-fifth St. Corp., incorporated; J. L. Chapman 321 Greydon Drive, H. Van Metre, First American Bank Bldg.

Fla., West Palm Beach—T. Fox Christie, Inc., capital 15,000, chartered; T. Fox Christie, M. D. Christie, C. H. Warwick, Jr., Comeau Bldg.

Ky., Bowling Green—Walter E. Campbell, Landscape Archt., 205 Moore Arcade, Greensboro, N. C., completed final plans for development of 131 acres for Capt. R. C. P. Thomas; construct 50 ft. wide streets with 24 ft. roadway, of Kentucky rock asphalt with sidewalks of cement; extend city water, electric lights, sewer, etc.; 2 small parks and a playground; all contracts will be handled by owner; Herdman and Stout, Bowling Green, Selling Agts.

La., Alexandria—Ransdell Realty Co., Inc., capital \$75,000, incorporated; John H. Ransdell, 1317 C St. N. W., Washington, D. C.; John R. Hunter, Alexandria.

La., New Orleans—Winter Gardens, Inc., chartered; Wm. T. Coats, 1619 Pine St., H. L. Titsworth, L. J. Moret.

La., New Orleans—Central Realty Co., incorporated; Chas. G. Laskey, George Belchic, Forest J. Gaumer.

Md., Baltimore—Milburn Realty Co., 1320 N. Charles St., will develop 20 acres on Glen Ave.

Miss., Jackson—City voted \$10,000 cemetery improvement bonds. See Financial News—Bond Issues Proposed.

Miss., Macon—J. F. Ames acquired 3200 acres for developing in farming and stock raising.

Miss., McComb—Lake Shore Development Co., capital \$10,000, incorporated; C. E. McMaster, W. R. Caston.

Mo., Kansas City—Ralph P. Swofford Co., Eastwood Hills, reported, develop 15 acre tract on Highway No. 50.

Mo., Springfield—Lake Shore Park, Inc., capital \$50,000, chartered; Lavern A. Miller, Chas. W. Rule, 1004 Roanoke St., F. E. Miller, 1333 E. Delmar St.

Mo., St. Louis—General Building Corp., incorporated; Emmett J. Manche, 3229 Gravois St.; Sep. Poleate, 3729 Gravois St.

Mo., St. Louis—Albert Kobermann, 7242 Grays St., acquired South Holly Hills subdivision; will develop; construct streets, erect buildings; Aug. A. Wachter, 2011 S. Broadway, Representative.

N. C., Asheville—Shawnee Corp., capital \$100,000, incorporated; Richard A. Huff, Ruffner Campbell, Jackson Bldg.



N. C., Newland—Camp Mountain Corp., capital \$36,000, incorporated; P. H. Magel, Pineola; E. C. Guy and R. W. Wall, both Newland.

N. C., Roanoke Rapids—Roanoke Rapids Properties, Inc., chartered; R. W. Gordon, W. L. Long.

Okla., Oklahoma City—G. A. Nichols, John Coyle, Mgr., 115 N. Harvey St., plans developing country club addition; tract of 1900 acres; expend about \$1,000,000 for improvements; plans include country club with golf course, community centre with parks, swimming pools and playgrounds.

Okla., Tulsa—Tulsa Motor Camp Corp., capital \$200,000, incorporated; S. J. Caudill, Atlas Life Bldg., R. M. Gillian, R. A. Klem-schmidt.

Okla., Tulsa—Adams & Reddin, Exchange Natl. Bank Bldg., reported, developing Avondale, 40 acre subdivision; will pave streets.

S. C., Beaufort—Bay View Farms, Inc., capital \$10,000, incorporated; A. L. Murphy, R. T. Jones.

S. C., Columbia—Dixie Realty Co., incorporated; W. D. Ott, 910 Gregg St., J. P. Ott.

S. C., Greenville—City Park and Tree Comsn., J. A. McPherson, Chrmn., reported, plans municipal athletic stadium and field, public swimming and wading pool, golf course, chain of parks, etc.

Tenn., Elizabethton—J. E. Stack developing Castle Court subdivision; streets, sidewalks and sewer lines being installed by city.

Tex., Beaumont—City, reported, develop park beyond south city limits, construct road, etc. Address The Mayor.

Tex., Houston—Joe D. Hughes, West Bldg., reported, acquired 500 acre tract in Harris County, leased 1000 acres adjoining.

Tex., Mission—W. H. Kuder, reported, develop 20 acre tract for playground, tourist camp, swimming pool.

Tex., Uvalde—Uvalde Park Comsn., Mrs. D. Dean, Pres., will develop 9 acre park, install playground equipment, possibly swimming pool. 10-13

Va., Norfolk—Maury Court, Inc., capital \$25,000, incorporated; Lillian B. Hudson, 1321 W. Magnolia Ave., George P. Hudson, Hanover Ave.

Va., Richmond—Bell-White Corp., capital \$45,000, incorporated; S. R. Beasley, Wm. Earl White.

Va., Portsmouth—Madison Realty Corp., capital \$25,000, incorporated; S. T. Montague, 201 Fourth St., I. C. Brinson, 515 Henry St.

### Lumber Enterprises

Ala., Birmingham—E. B. Stowers Lumber Co., organized; E. B. Stowers, Harriman, Tenn.; W. N. Cherry; reported, establish yard and re-milling plant.

Fla., Orlando—Orange Belt Lumber Co., Atlanta Ave., changed name to Johnson Lumber Co.; increased capital, \$10,000 to \$25,000.

Fla., Panama City—Padgett Lumber Co., capital \$20,000, incorporated; O. E. Hobbs, W. W. Padgett.

South Carolina—O. H. Lowther, 70 Muscogee Ave., Atlanta, Ga., reported, acquired 5500 acres timber land in Jasper County, continue turpentine operations.

Tex., San Antonio—Travis Lumber Co., Pleasanton Road, increased capital \$50,000 to \$100,000.

### Metal-Working Plants

Fla., Miami—Art Metal Storm Shutter & Awning Co., chartered; J. E. Holland, Congress Bldg.; H. M. Hill, H. S. Hill.

### Mining

Fla., Inverness—Maddox Foundry and Machine Co., Archer, Fla., has contract for dipper dredge to be built at mines of the Mutual Mining Co.

Md., Baltimore—James O'Meara Co., Frisby St. and Belt Line R. R., let following contracts for quarry equipment: to F. R. Patch Manufacturing Co., Rutland, Vt., for gang saw and carbondum machine, cost \$30,000; to Sullivan Machinery Co., and Ingersoll-Rand Co., 11 Broadway, both New York City, for channelling machine and rock drill, about \$35,000; and about \$20,000 miscellaneous machinery not yet placed includes gas equipment, tools, locomotive crane, boiler, air compressor, etc.

Mo., Springfield—Tri-State Exploration Co., capital \$200,000, incorporated; M. E. Blake, Stotts City; O. J. Page, 738 E. Elm St., Springfield.

N. C., Penland—General Mica Co., incor-

porated; W. P. Deneen, Micaville; F. Bailey, Penland; F. A. Swift, Spruce Pine.

Tenn., Tellico Plains—Annette Gold Mining Co. (Owners Coker Creek gold mine), D. M. Patton, Pres., Chattanooga, reported, soon begin development of Coker Creek gold region, install additional machinery, employ approximately 300 men. 8-18

### Miscellaneous Construction

Ala., Holt—Terminal—Read & Lowe, 2109 N. 14th St., Birmingham, reported, has contract at \$35,712 for construction terminal facilities to be used by barge line of Inland Waterways Corp. 9-22

Ark., Little Rock—Levee—Old River Drainage Dist. Comms., of Pulaski and Loanoke Counties, rebuild levees; plans \$100,000 bond issue. See Financial News—Bond Issues Proposed.

Fla., Miami Beach—City, J. N. Lummus, Jr., Mayor, has \$40,000 available for work on inland waterway, repairs and additions to concrete bulkhead and filling behind bulkheads; includes work in Pancoast Lake, Collins Canal, Flamingo waterway and Indian Creek; C. A. Renshaw, City Mgr.

Fla., Tampa—Seawall—City Comsn., reported, let contract to Fullington & Quist, for construction seawall about Marjorie Park and new municipal hospital on Davis Island, about 450 ft. to be built. 9-15

Louisiana—Mississippi River Comn., Fourth Dist., Office Dist. Engr., River Front at Burdette St., New Orleans, receives bids Oct. 21 for levee construction in Ascension Parish and St. James Parish; estimated yardage 269,000 cu. yds. See Want Section—Bids Asked.

La., Marksville—Board of State Engineers, 213 New Courthouse Bldg., New Orleans, received low bid from Douglas, Buchanan & Crow, Ardis Bldg., Shreveport, La., for Beauregard point levee, Avoyelles Parish, 35,000 cu. yds. 9-22

La., New Roads—Board of State Engineers, 213 New Courthouse Bldg., New Orleans, received low bids from Ralph R. Phillips, Torras, La., for construction Waverly levee, 62,000 cu. yds.; and to Dameron & Kenyon, Port Allen, La., for construction Belair-Chima Grove levee, 97,000 cu. yds., both in Pointe Coupee Parish. 9-25

La., New Orleans—Dock—John Klorer, Chrmn. Special Committee of Orleans Levee Board, reported, plans reconstruction of St. Andrew St. dock between Jackson Ave. and Nunn St.

Md., Baltimore—Specifications for sub-structure of commercial pier terminal at foot of McComas St., for Western Maryland Ry. Co., have been submitted to Port Development Comsn.; J. E. Greiner, Engr., Lexington Bldg. 8-25

Miss., Rosedale—Levee—Bollivar County Comms., reported, let contract to Arpin Construction Co., to construct emergency loop of levee at Riverton, near Rosedale; contain about 105,000 yds. dirt.

Okla., Oklahoma City—Plans expending \$500,000 on river improvements; E. M. Fry, City Mgr. See Financial News—Bonds Issues Proposed. 9-29

Tex., Corpus Christi—Neuces County Navigation Comsn., Robert Driscoll, Chrmn., reported, plans increasing wharfage and terminal facilities of the Port of Corpus Christi. See Financial News—Bond Issues Proposed.

Tex., Corpus Christi—Gutzon Borglum, Sculptor, Austin, reported, will prepare complete set models for proposed bayfront improvements; S. C. P. Vosper prepare plans; H. Levinson, City Engr.

Tex., Houston—Forest Park Cemetery Assn., J. F. Eubank, Pres., Forest Hill Bldg., reported, let contract to Community Mausoleum Co., Inc., Kansas City, Mo., for construction of \$500,000 mausoleum to be called "Forest Park Abbey." Gothic architecture, marble, granite and bronze; contain chapel, 15 private or family rooms, 4 de luxe sections and 14 family sections; 30 companion pair groups, section baby crypts and 800 individual crypts; Lovell & Lovell, Archts., 224 E. Ontario St., Chicago, Ill.

Tex., San Antonio—Armstrong & Armstrong, Houston Bldg., low bidders for construction Sec. 2 of San Antonio river big bend cut-off; S. F. Creelius, Engr. 10-13

Tex., Temple—Bell County unit of the proposed Brazos Valley Flood and Reclamation project, organized, Col. P. L. Downs, Pres.; W. A. Spencer, Sec.; proposed work includes construction 3 big dams, located on Little River below Three Forks; on the Leon River above Belton and on Lampassas River; cost about \$8,000,000; control works will be financed by super-district.

### Miscellaneous Enterprises

Alabama—F. C. Marquis, Exchange Bldg., Birmingham, advises contracts have been signed for construction of motion picture studio in Jefferson County, will install complete equipment; there has also been incorporated under laws of Delaware, company to be known as the "Alabama Motion Picture Co., Inc.;" F. C. Marquis is temporary chairman of motion picture department of the Boosters Club.

Ala., Birmingham—Clisby Building Co., incorporated; C. W. Clisby, Hollywood St.; Helen M. Gaines.

Ala., Birmingham—City Comn., reported, let contract to Highway Trailer Co., Edgerton, Wis., at \$26,088 for 24 garbage trailers, equipment used at incinerator.

Ala., Birmingham—Maulitz and May Cigar Co. incorporated; N. C. Maulitz, 1010 Elm St.; Oscar Metz, First Natl. Bank Bldg.

Ala., Birmingham—Dewberry Engraving Co., capital \$10,000, incorporated; J. R. Dewberry, 3133 Howard Blvd.; Ralph Dewberry, Crest Court Apts.

Ala., Birmingham—Dixie Amusements, Inc., capital \$20,000, incorporated; J. L. Dent, A. M. Dent.

Ala., Birmingham—Advertising and Specialty Co. incorporated; W. E. Murphy, 1225 N. 29th St.; H. B. Strong.

Ala., Birmingham—Odum Clothing Co., capital \$30,000, incorporated; W. W. Odum, 4427 Tenth Ave. S.; Phillip Lee O'Dell, 1323 14th Ave. S.

Ala., Birmingham—P. H. Tyler Jewelry Co., Inc., capital \$35,000, chartered; P. H. Tyler, 2220 29th St.; Alice May Tyler.

Ala., Birmingham—Birmingham Overall Laundry Co., 213 N. 24th St., capital \$10,000, incorporated; Ike Epstein, 1108 S. 28th St.; Alice Epstein.

Ala., Birmingham—Art-Craft Building Co. incorporated; P. S. Mewhinney, Woodward Bldg.; H. S. Matthews.

Ala., Birmingham—Cannon Amusement Co. incorporated; C. M. Cannon, 2430 Browns Ave.; N. A. Cannon.

Ark., Blytheville—Livestock Finance Co. of Blytheville, reported, interested in establishing milk plant; committee composed of E. D. Ferguson, Geo. M. Lee and associates, will co-operate.

D. C., Washington—Central Amusement Co. incorporated; Wm. E. Cumberland, 3221 Sixth St. N. W.; Geo. E. Bond, Joseph E. Casey.

Fla., Eustis—Golden Triangle Laundry and Dry Cleaning, Inc., capital \$25,000, chartered; H. S. Heist, C. Heist, Geo. Healy.

Fla., Ft. Lauderdale—Flippen Hardware Co., capital \$20,000, chartered; Wm. V. Wheeler, C. F. Flippen.

Fla., Ft. Myers—Construction—Southwest Co., Inc., capital \$10,000, chartered; J. D. Powell, L. Moseley.

Fla., Jacksonville—Standard Motor Equipment Corp., C. B. Lozier, Pres., Barnett Bank Bldg., reported, acquired 17 acre site on Kings Rd., soon erect first unit for proposed plant for manufacture patented air-cooled spark plug; equip with electrically operated automatic machinery; capacity 7,500,000 plugs annually; plans also call for ceramic plant to make porcelain insulators used in spark plugs and other porcelain ware.

Fla., Jacksonville—Kilgore Seed Co., incorporated; W. H. Reynolds, 2223 St. Johns Ave., Francis Couillard.

Fla., Jacksonville—Canal Boat Line, Inc., capital \$50,000, chartered; W. D. Dupont, A. Z. Drysdale, F. S. Allen, San Jose Blvd., S. Jacksonville.

Fla., Jacksonville—Tallow, etc.—Florida Bi-Products Co. incorporated; E. L. Field, Howard Pratt, 820 E. Third St.

Fla., Leesburg—Leesburg and Jacksonville Transportation Co., capital \$25,000, chartered; J. B. Gordon, D. F. Hammond.

Fla., Miami—Coliseum Enterprises, Inc., capital \$10,000, chartered; J. K. Dorn, 1408 S. Bay Shore Drive; G. R. Washbush, New Halcyon Arcade.

Fla., Miami—Star Cafeteria, Inc., capital \$20,000, chartered; F. E. Sweeting, 127 N. E. Second Ave.; Lella J. Adams, M. D. Adams, Seybold Bldg.

Fla., Miami—United Shoe Stores Co., incorporated; Harry I. Stone, I. W. Hummer.

Fla., Miami—Merchandise—S. Weldon, Inc., capital \$25,000, chartered; Zeon Osteen, M. L. Shively.

Fla., Miami—Guy H. Robinson Electrical Co., 104 N. E. 40th St., incorporated; G. H. Robinson, F. M. Reid.

Fla., Miami—Alapattah Hardware and Paint Co., Inc., capital \$10,000, chartered; P. M. Boyd, L. B. Boyd, 1818 S. Miami Ave.; J. L. Coppedge.

Fla., Sarasota—Freeman's Pharmacy, Inc., capital \$10,000, chartered; T. L. Glenn, Loma Linda Ave.; W. F. Evans.

Fla., St. Augustine—St. Augustine Paint Co., Inc., Genovar Bldg., chartered; E. J. Masters, 14 Saragossa St.; J. F. Masters, 14 Hope St.

Fla., St. Petersburg—St. Petersburg Mattress Co., 19th and 45th Ave. S., incorporated; L. W. Jacobs, J. M. Hartman, First Nat. Bank Bldg.

Fla., Tampa—Florida Art Engraving Co., capital \$10,000, incorporated; R. M. Dillon, J. M. Kissinger.

Fla., Tampa—Electric Fixtures and Supplies, Inc., capital \$20,000, incorporated; Lee Raley, 3008 Aquillo St.; M. H. Mabry, 406 Franklin St.

Fla., Tarpon Springs—Tarpon Springs Gulf Fisheries, Inc., capital \$60,000, chartered; R. E. Gause, H. H. Morgan, Otto W. Vonelf.

Fla., Venice—Wm. Uhl, reported, let contract to C. Franklin Wheeler for erection first unit of laundry plant on Warfield St., fireproof; total cost of four-unit plant, fully equipped about \$100,000.

Fla., West Palm Beach—Palm Beach Flower Shops, Inc., capital \$15,000, chartered; Robert Beall, R. E. Moore.

Fla., West Palm Beach—Moore's, Inc., Opticians, 216 Clematis St., chartered; W. F. Moore, Jr., A. B. Moore.

Fla., Winter Haven—Sutton Plumbing Co., Inc., chartered; C. A. Sutton, A. M. Anderson.

Ga., Savannah—Wallis Paint Co., 41 Jefferson St., incorporated; F. C. Wallis, J. W. Symons, both Savannah; V. A. Pierce, Atlanta.

Ga., Savannah—Free Brothers, reported, has permit to establish dry cleaning plant at 4408½ E. Broughton St.

Ky., Covington—Covington Hotel Co., capital \$500,000, incorporated; Geo. W. Schilds, J. A. Wakeman, Louis Trenkamp.

Ky., Drennon Springs—Paul Stewart, 3013 Station Ave., Cincinnati, Ohio, reported, acquired Drennon Springs and 75 acres land in Henry County; plans extensive improvements, including water bottling plant, medicinal baths, hotel, etc.

Ky., Glasgow—Overalls—Washington Manufacturing Co., 40 Bridge Ave., Nashville, Tenn., reported, contemplates establishing plant.

Ky., Hopkinsville—Grey-Von Allmen Co., Louisville, reported, plans establishing milk condensery, 40,000-gal. capacity.

Ky., Hopkinsville—Gloves—Cleave Manufacturing Co., Effingham, Ill., reported, plans establishing glove factory; employ about 200 persons.

Ky., Louisville—The W. E. Long Co., Engrs., 155 N. Clark St., Chicago, Ill., have drawn plans and receiving bids for remodeling and erecting additions to plant of Donaldson Baking Co., Fred E. Allen, Vice-Pres., Gen. Mgr., 4016 Carrollton Ave., Indianapolis, Ind.

La., Baton Rouge—Louisiana Bread Co., Inc., chartered; Thomas B. Dupree, 601 Boyd Ave.; Wm. K. Correll, A. D. Parker.

La., Lake Providence—City and East Carroll Parish interested in establishing creamery plant. Address City Clerk.

La., New Orleans—Bodlow Cafeteria, Inc., capital \$50,000, chartered; Lester A. Bodden, Chas. L. Lowe, Wm. R. Coulter, 6500 Catina St.

La., New Orleans—Homestead Coffee Co., Inc., capital \$10,000, chartered; J. H. Edwards, Board of Trade; George Sauls.

La., New Orleans—A. G. Williams Candy Co., Inc., capital \$250,000, chartered; Sanford W. Lindsay, 281 Audubon Bldg.; Walter Colron.

La., New Orleans—Transportation—The Cable Boat, Inc., chartered; D. R. Young, H. M. Preis, Josiah Gross, 612 Iberville St.

La., New Orleans—Louisiana Construction Co., Inc., capital \$50,000, incorporated; Sidney J. Theisen, Lawrence Santana, both 722 Union St.

La., New Orleans—Hotel Heidelberg, Inc., chartered; R. L. Heidelberg, Joe C. King.

Md., Baltimore—Baltimore and Carolina Steamship Co., Mason L. Weems Williams, Pres., Pier 5 Pratt St., reported, will add Lake Charles, La., and Corpus Christi, Tex., to Charleston, S. C. service by regular freight lines.

Md., Baltimore—Chesapeake Paper Board

Co., Wm. W. Kerner, Sec., Key Highway and B. & O. R. R., receive bids about February or March, 1928, for factory addition and alterations; 1-story, brick; expend about \$75,000.

Md., Baltimore—Sauerkraut—C. C. Lang & Son, 28 Williamson St., erect 1 and 2-story, brick factory on Key Highway; receive bids about February or March, 1928.

Md., Baltimore—Lock Insulator Corp., Charles and Cromwell St., let contract to Smith & O'Brien, 532 N. Calvert St., for erection 1-story, 60x40 ft. press room and 2-story, 34x74 ft. boll mill building, reinforced concrete, brick and wood, slag roof, concrete floors; Dietrich Bros., 720 E. Pleasant St., furnished iron and steel reinforcing; Wm. F. Zeller Co., 613 W. Cross St., fire doors and roof; James Lumber Co., 921 Aliceanna St., lumber; Alfred Spaninato & Co., 1111 N. Gay St., concrete work; Gipe & McCulloh, brick; J. S. Thorn Co., Twentieth St. and Alleghany Ave., Philadelphia, Pa. 9-8.

Miss., Corinth—E. M. Hawkins, D. K. Galtney and associates, interested in establishing condensers for Alcorn County.

Miss., Columbus—Lowndes County Co-operative Creamery, reported, plans erecting 1-story, 65x50-ft. creamery; brick and stucco, steel trusses, built up roof; J. M. Spain, Archt., Millsaps Bldg., Jackson.

Miss., Eupora—Grady Crook, Editor, Webster Progress, reported, let contract for erection building.

Miss., Meridian—Sinclair Floral Co., J. S. Sinclair, Ninth St. and Twenty-third Ave., reported, let contract to McArthur & McLeMORE, M & W Bldg., for erection 2-story, 45x50-ft. addition, cost about \$10,000.

Miss., Pascagoula—Merchants Printing Co., capital \$10,000, incorporated; E. F. Grant, B. C. Lewis, both Pascagoula; J. H. Baker, 2217 Springhill Ave., Mobile, Ala.

Miss., Vicksburg—Walter F. Smith, First National Bank Bldg., and associates, interested in establishing cheese factory.

Mo., Kansas City—Forest Glass Manufacturing Co., Incorporated; Harry W. Allen, 2941 Forest St., Walter B. Bowers, 2941 Forest St.; Walter W. Calvin, 5346 Harrison St.

Mo., Kansas City—Neo Remedy Co., capital \$10,000, incorporated; E. D. Wilson, Commerce Bldg.; Robert L. Brown, Scott and Linden St.; D. G. Hamilton.

Mo., Kansas City—Donnelly Garment Co., Paul F. Donnelly, Pres., Coca-Cola Bldg., reported, leased five upper floors of Gateway Bldg., corner Nineteenth and Walnut St., contains about 60,000 sq. ft. floor space, increase capacity.

Mo., Kansas City—Gleaner Combine Harvester Corp., S. H. Hale, Pres., 636 Westover Road, reported, contemplates enlarging factory, increasing plant's capacity to 6000 combines annually.

Mo., Kansas City—Merchandise—National Mfg. Co., incorporated; Walter Logan, Wm. Huesgen, J. W. Hill, 515 S. Kensington Ave.

Mo., Springfield—Nuway Advertising Service, Inc., chartered; D. T. Huff, Joplin; J. W. Barlow, 1807 E. 17th St., Tulsa, Okla.

Mo., Springfield—Ozark Shoe Manufacturing Co., Webb City, Mo., reported, contemplates moving factory.

Mo., St. Louis—Electrical Appliances, etc.—Federal Brilliant Co., incorporated; Walter L. Metcalfe, 506 Oliver; Clem F. Storkman, Walter J. Mueller.

Mo., St. Louis—Novelties, etc.—Susan McKenna, Inc., 619 Spruce St., capital \$20,000, chartered; Susan McKenna, Catherine Heilbrun, Joseph H. Heilbrun.

Mo., St. Louis—St. Louis Burlap Bag Co., capital \$10,000, incorporated; John N. Mulligan, 407 Oak St., Cyril J. Mulcahy, 16 Parkland Place, Evelyn Mulligan.

Mo., St. Louis—Wilmer L. Oakes Construction Co., incorporated; Wilmer L. Oakes, 1689 S. Taylor St., Arthur Ravenscraft, F. C. Peters, 7200 Waterman St.

Mo., St. Louis—P. J. Holloran Co., 1511 Clark Ave., reported, let contract to Geo. Moeller, 3520 Itaska Ave. for 2-story and basement, 50x91-ft., addition, brick and steel, cost about \$60,000; Otto J. Kreig, Archt., 821 Walnwright Bldg.

N. C., Charlotte—Charlotte News Publishing Co., Inc., 28 S. Church St., reorganized; W. C. Dowd, Jr., Pres.; W. F. Dowd, Jr., Sec.; reported, plans erecting new building.

N. C., Conover—Catawba Milling Co., capital \$100,000, incorporated; E. H. Hunsucker, L. A. Yount, R. L. Rockett.

N. C., Durham—Cleaners—Allen & Allen, Inc., 201 Morris St., capital \$10,000, chartered; James A. Allen, J. Hubert Allen, Nellie Allen.

N. C., Forest City—City contemplates purchasing fire-fighting equipment. Address City Clerk.

N. C., Goldsboro—Contracting—E. P. Rose Co., capital \$100,000, incorporated; R. A. Bryan, Goldsboro; N. C. Hunt, J. W. Hunt, Greensboro.

N. C., Greensboro—John Stewart Bryan, Publisher of Richmond News Leader, News-Leader Bldg., Richmond, Va.; and S. E. Thomason, Publisher of the Tampa Tribune, 602 Tampa St., Tampa, Fla., reported, acquired entire capital stock of Greensboro Daily Record; will publish; Raymond Hahne, Gen. Mgr.

N. C., Marion—Marion General Hospital, Inc., chartered; C. F. James, E. H. Dysart, L. J. Cutlar.

N. C., Statesville—Electric Supply Co., capital \$60,000, incorporated; W. F. Foote, A. B. Pogue.

N. C., Statesville—Tobacco—Adams-Powell Co., Inc., capital \$125,000, chartered; B. H.

N. C., Swannanoa—Swannanoa Lumber and Builders Supply Co., capital \$100,000, incorporated; John H. Smith, F. E. Laycock, T. J. Hunter.

Okla., Bristow—F. L. Haines, 401 E. Seventh St., plans establishing commercial chicken hatchery, capacity from 5000 to 10,000 baby chicks.

Okla., Oklahoma City—City plans expending \$25,000 on traffic signal lights for Classen Blvd.; E. M. Fry, City Mgr. See Financial News—Bond Issues Proposed.

Okla., Muskogee—Muskogee Lantern Publishing Co., incorporated; A. H. Fuhr, 907 Market St.; B. W. Wharton, W. M. Mayers, Adams, R. S. McElwee, L. F. Erwin.

Okla., Tulsa—American Laundry and Dry Cleaning Co., 531 S. Peoria St., capital \$10,000, incorporated; W. R. White, 1839 N. Cincinnati St.; S. S. Johnson, M. W. Johnson.

Tenn., Alamo—Alamo Produce Co., contemplates establishing cream station.

Tenn., Dresden—Jim Rolf, Joe Boaz and associates, interested in establishment of creamery.

Tenn., Jackson—Following sub-contracts let for erection building for Gem Ice Cream Co., Allen Ave.; Brick, Charles J. Williams; electric lighting, Electric Shop, Main St.; plumbing, Sanitary Plumbing and Metal Works; Tatem Brothers, Gen'l Contrs., Pythian Bldg.

Tenn., Knoxville—Colonial Hotel Co., 806 S. Gay St., increased capital, \$100,000 to \$165,000.

Tenn., Knoxville—T. L. Lay Packing Co., 400 E. Jackson Ave., has permit for erection \$9000 plant addition.

Tenn., Memphis—Memphis Theater and Realty Co., capital \$300,000, incorporated; J. P. Edrington, Fidelity Bank Bldg.; T. R. Farnsworth, 1726 Central St.; Geo. Randolph.

Tenn., Nashville—Consumers Coffee Co., Eighth Ave. and Commerce St., incorporated; R. B. C. Howell, 318 21st Ave. N.; C. B. Jones, C. E. Cunningham.

Tex., Arlington—Moore Funeral Home, capital \$40,000, incorporated; Hugh M. Moore, Mary A. Moore, H. E. Barker.

Tex., Brownsville—Model Laundry, Inc., will erect \$18,000 laundry building, 1 story, 100x110 ft., hollow tile and reinforced concrete; bids open about Oct. 22; Page Bros., Archts.

Tex., Cisco—R. Q. Lee, Pres., Cisco Banking Co., reported, probably build chicken hatchery, in connection with development of model farm; B. M. Thompson, charge of poultry department.

Tex., Clarendon—City Comsn., reported, let contract to The Seagraves Corp., Columbus, Ohio, for pumping engine and hose car.

Tex., Dallas—Schepps-Putman Baking Co., 2310 S. Ervay St., capital \$25,000, incorporated; Julius Schepps, 2424 S. Blvd.; Geo. Schepps, 4302 Gaston St.; Geo. Putman.

Tex., Edinburg—Chandler Landscape and Floral Co., 4700 Word Park Blvd., Kansas City, Mo., reported, acquired 40 acre site, will erect office and nursery sales yard; E. R. Chandler, Local Mgr.

Tex., El Paso—A. P. Coles, Pres., El Paso Cotton Mill Co., 11th and Park Sts., reported, interested in promoting \$200,000 creamery.

Tex., Greenville—T. A. Knoop, Galveston, reported, probably establish perfume manufacturing laboratory.

Tex., Houston—Fletcher Robertson and associates, reported, acquired plant of Pankey-Hauck Printing Co., 210½ Main St., will operate under name of The Robertson Press.

Tex., Houston—Uvalde Rock Asphalt Co., John Pessmell, Supt., Baker and Cedar Sts.,



reported, leased site at Dowling and Walker Aves., for plant and office buildings; expend \$25,000; Geo. W. Smyth, Dist. Mgr.

Tex., Houston—A. A. Berger & Co., Inc., 310 Preston Ave., reported, contemplates enlarging plant, manufacture iron and wire products, also increase capital to \$30,000.

Tex., Houston—Torpey & Bamberg, has contract for lathing and plastering on Gulf Publishing Co.'s building, Buffalo Drive; Hedrick & Gottlieb, Inc., Archts., Post Dispatch Bldg. 9-29

Tex., Houston—Judge R. E. Brooks, Stewart Bldg., reported, will recondition 1-story, reinforced concrete factory building for industrial purposes, located on ship channel; plans building wharf, dredging channel, etc.

Tex., Houston—R. J. Seaman of Chamber of Commerce, reported, interested in proposed establishment of \$50,000 plant by the Texas Galvanizing Co.

Tex., Houston—Houston Explosive Waterproofing and Manufacturing Co., incorporated; J. W. Pritchard, Cotton Exchange Bldg.; Elbert D. Pearson, R. C. Nitze, 1605 Harold St.

Tex., Houston—City contemplates installing additional fire fighting equipment. Address City Clerk.

Tex., Houston—Republic Paint Co., capital \$50,000, incorporated; C. H. Cox, R. F. Wieland, Isadore Leon, State Nat. Bank Bldg.

Tex., Houston—Houston Poster Advertising Co., P. L. Michael, Pres., 3601 Main St., reported, acquired 232x200-ft. site on Buffalo Drive at Dunlavy; plans erecting \$60,000 publishing plant.

Tex., Houston—Rein Printing Co., 1008½ Caroline St., reported, plans erecting printing plant on Buffalo Drive.

Tex., Lufkin—Lufkin Baking Co., incorporated; J. R. Henderson, Charles McClain, W. O. Seale.

Tex., Midland—G. C. Flexible Coupling Co., incorporated; Carl G. Cromwell, B. H. Goehring.

Tex., Olmito—Olmito Water Co., capital \$15,000, incorporated; A. F. Parker, J. L. Parker, L. R. Beddoes.

Tex., San Antonio—Felthouse Drug Co., 336 W. Commerce St., capital \$10,000, incorporated; J. E. Felthouse, H. O. Felthouse, 1215 Garden St.; Mrs. H. O. Felthouse.

Tex., San Antonio—R. W. Alford, 120 Craig Place, let contract to Granberg and Balzen, 1127 S. Hackberry St., at \$14,677, to erect creamery building, 1000 S. Presa St., 1-story, reinforced concrete, brick and hollow tile; Phelps & Dewees, Archts., Gunter Bldg. 9-22

Va., Bristol—Contracting—Cross-Leonard Corp., capital \$50,000, chartered; J. A. Cross, J. M. Cross, Luke M. McAnnals, all Kingsport, Tenn.

Va., Covington—Jimmy Mathers, reported, will supervise construction of plant on Main St., near Marion St., to be occupied by Beck Bakery Co., install modern bakery machinery.

Va., Danville—White Swan Laundry Co., 513 N. Union St., capital \$25,000, incorporated; L. D. Veisey, Greensboro, N. C.; V. C. Veasey, Danville.

Va., Norfolk—Plumbing—B. L. Williams, 271 Bank St., incorporated; B. L. Williams, 17 Blair Ave.; J. A. Williams, 318 Hamilton Ave.; M. A. Williams.

Va., Roanoke—Ellett Lime Co., Inc., capital \$25,000, chartered; G. R. Hash, 408 Day Ave.; Paul G. Hash, M. J. Patsel, 379 Allison Ave.; manufacture lime, crushed stone, etc.

Va., West Norfolk—Virginia Fruit Fumigating Corp., capital \$50,000, incorporated; Charles W. Johnston, 214 Broad St.; N. S. Mobley, A. K. Scribner, Virginia Apts.

W. Va., Bluefield—News Printing Co., Charles Hedrick, Mercer St., reported, leased space in B. R. T. Bldg., install additional job printing equipment, press, etc.; issue newspaper to be known as Princeton Evening News.

### Motor Bus Lines and Terminals

Ala., Birmingham—R. B. Dwyer, Elsworth Ave. S., filed permit to operate bus line from North Birmingham to New Castle in Lewisburg.

La., Shreveport—Shreveport Transfer Co., Inc., chartered; Clyde Roquemore, Ben Levy.

La., Shreveport—Shreveport Yellow Cab Co., Inc., capital \$100,000, chartered; W. M. Comegys, Ben Levy, 812 Ontario St.

La., Thibodaux—Houma-Montegut Bus Line, Inc., chartered; Charles A. Whipple, Philip Trosclair, both Bourg, La.; Ariel Hebert, Houma.

Md., Cumberland—Geo. F. Samsbury, Box 262, receives bids for construction 1-story, 43x92-ft. bus terminal building.

Md., Frostburg—Geo. F. Samsbury, Box 262, Cumberland, Md., receives bids for 1-story, 66x165-ft. bus terminal building.

Okla., Allen—W. J. Turner, N. S. Olive, reported, have permit to operate motor freight line between Allen and Ada.

Tenn., Etowah—Etowah Coach Co., incorporated; Robert M. Vertress, N. J. Watson, W. E. Newton.

Tex., Mercedes—Black Diamond Bus Line Co., purchased the Valley Bus Line Co.; will operate.

Va., Roanoke—The Floyd Bus Co., capital \$15,000, incorporated; J. W. Brammer, K. M. Weeks, J. E. Proffitt, 906 Stewart Ave.

### Motor Cars, Garages, Filling Stations

Ala., Birmingham—Silbert Motors, Inc., capital \$30,000, incorporated; Boyd S. Silbert, A. E. Hayes.

Ala., Birmingham—S. and J. Filling Station, incorporated; H. N. Starnes, Thomas W. Jones, 304 Seventh St. S. W.

Ark., Texarkana—Overland Texarkana Co., reported, has permit for erection new building at State Line, Eighth and Hazel Sts.

Fla., Flagler Beach—Southern Automotive Co., capital \$300,000, incorporated; E. Johnson, E. M. Kramer, M. L. Johnson.

Fla., Jacksonville—O. P. Woodcock Co., Duval Bldg., reported, has contract to erect addition to Boatright's Garage, 322 W. Adams St. 9-22

Fla., Jacksonville—Automobiles—Marshall A. Martin & Co., Inc., 220 W. Ashley St., capital \$25,000, chartered; A. M. Martin, Marshall A. Martin, 1928 Port St.

Fla., Lake Wales—Automobile—F. C. Buchanan Corp., capital \$25,000, chartered; F. C. Buchanan, M. H. Buchanan.

Fla., Miami—Dusenberry & Clifford, 801 Realty Board Bldg., has contract for municipal garage and repair shop; concrete frame; cement block curtain walls, wood trusses; galvanized sheet metal roofing, cement floors, 1-story, 52x100 ft. 8-25

Fla., Orlando—Rich Auto Supply Co., 534 W. Central Ave., incorporated; E. G. Rich, W. B. Crawford, O. B. & T. Bldg.

Fla., St. Petersburg—Auto Supply Co., Inc., 254 Second Ave. S., chartered; R. E. Noble, H. M. Carpenter.

Fla., Tallahassee—Tallahassee Nash Co., capital \$25,000, incorporated; E. V. R. High, R. H. Walker, G. P. McCord.

Ga., Columbus—Automobiles—Kyle Bros., Co., 1445 First Ave., plans erecting 1-story building on First Ave., between Fourteenth and Fifteenth St.; cost about \$25,000.

Ga., Columbus—Cliff M. Averett, 1131 First Ave., reported, acquired property at First Ave. and Fifteenth St.; remodel present buildings and erect additional structure for automobile agency, operated by W. T. Heard, 1501 First Ave.; cost about \$100,000.

Ga., Columbus—Automobiles—M. T. McDowell, reported, acquired 85-ft. site corner First Ave. and Sixteenth St.; erect building; cost \$25,000 to \$50,000.

Ga., Savannah—Joseph Bock, has permit for drive-in filling station, Chapman Ave. and Augusta Rd.

Ky., Louisville—Sackett Motor Sales Co., 633 S. 5th St., increased capital, \$8,000 to \$30,000.

La., Bastrop—E. C. Oliphant, reported, acquired 90x150-ft. site at Washington and Cypress Sts.; plans erecting building.

La., Baton Rouge—Loudon Tire & Supply House Inc., chartered; Harry Leon, Ray Leon, both Baton Rouge; Nathan Nerush, New Orleans.

La., New Orleans—J. A. Haas, Jr., 916 Union St., reported, has contract for erection filling station and tire shop at St. Charles and St. Andrews St., to be occupied by Mack Tire Co.; Andry & Feitel, Archts., New Orleans Bank Bldg. 10-6

La., New Orleans—Canal Street Nash Co., Inc., capital \$20,000, chartered; Walter B. Cary, 4202 S. Galves St.; Walter W. Girault, 1719 Dante St.

La., Opelousas—Main Motor Service, Inc., S. Main St., chartered; Leo Lafleur, John Boagni, Earl White; acquired building, will remodel.

La., Shreveport—C. & G. Auto Storage, Inc., 718 Crockett St., capital \$40,000, chartered; W. M. Comegys, Ben Levy, 817 Ontario St.; Clyde Roquemore, 855 Jane St.

La., Shreveport—Joe B. Stevens Motors, Inc., capital \$25,000, chartered; Joe B. Ste-

vens, E. R. Hicks, Mrs. L. V. Stevens, all Marshall, Tex.

La., Shreveport—General Motors Truck Co. of La., capital \$10,000, chartered; R. F. Kayser, 3450 Johnette St.; A. B. Spain, 706 Rutherford St.; A. A. Kayser.

La., Shreveport—C. and G. Auto Storage, Inc., capital \$40,000, chartered; Ben Levy, 817 Ontario St.; Clyde Roquemore.

La., Shreveport—Brown and White Taxi Co., Inc., 903 Louisiana St., capital \$40,000, chartered; W. M. Comegys, Ben Levy, 817 Ontario St.

Md., Baltimore—Anderson Motor Co., Edmondson Ave., let contract to J. Raymond Gerwig Co., Inc., 213 St. Paul Pl., for erection 1-story building, for show room, machine shop and used car department, 266x40 ft., brick and steel, cement floors, slag or asphalt roof, steel sash, fire doors, metal skylights; T. W. Jamison, Jr., Archt., 17 E. Pleasant St.

Miss., Jackson—Robinson Brothers Motor Co., Lamar and McQuaid Sts., erect 2-story, 70x160-ft. garage, sales and service building, reinforced concrete and brick concrete floors, concrete roof, cost about \$45,000; construction by owners; install car laundry equipment; hoisting equipment, regrinding and cylinder repairing equipment, not contracted for; Emmett J. Hull, Archt., Merchants Bank Bldg. 10-13

Miss., Meridian—Meridian Realty & Development Co., Box 493, erect show room and service station, Twenty-fifth Ave. near Eighth St.; 1 story, 70x115 ft., brick and plate glass front, concrete floor, composition roof, cost about \$10,000; P. J. Krouse, Archt., M-W Bldg.; receives bids about Oct. 20.

Mo., Joplin—Bernard E. Brown, 320 Wall St., Charles R. Grayston and associates, purchased Joplin Service Co., Fifth and Joplin St., will operate.

Mo., Kansas City—Kansas City Automobile Spring Works, Inc., chartered; Lyle M. Dean, 415 W. 70th St. Terrace; Lois N. Dean, Alice M. Noyes.

Mo., Overland—National Service Stations incorporated; Thos. J. Crosby, 122 Marion St.; Jno. J. Crosby, 9221 Delphine, Overland.

Mo., Troy—Silex Motor Co., Silex, Mo., reported, let contract to Ike Evans, Troy, for \$15,000 garage, filling station and show room, 1-story, 75x125-ft., terra cotta and stone trim, composition and cement floors, steel sash, steel trusses, steel rolling door, copper store front, plate and tapestry glass, built up roof, heating, plumbing, etc.; O. J. Popp, Archt., 1501 Arcade Bldg., St. Louis.

N. C., Asheville—L. L. Merchant, 290 Biltmore Ave., has contract for erection 77x115-ft. building at Cox and Buxton Sts. for the Cox Estate; steel and brick, cost about \$75,000; to be occupied by Conabee Motor Co., 28 Spruce St.; Beachman & Legrand, Archts., Medical Bldg.

N. C., Hendersonville—Anaconda Motor Co., R. P. Harris, Druid Hills, have taken over new building, do not contemplate any future construction. 10-13

N. C., New Bern—Hadder-Manning Co., Inc., capital \$15,000, chartered; J. B. Hadder, Bertha May Hadder, X. E. Manning.

N. C., Raleigh—Automobiles—Montgomery-Mutart, Inc., 116 E. Morgan, capital \$100,000, chartered; Alexander Montgomery, Victoria Montgomery, C. G. Mutart.

Okla., Oklahoma City—Deignan Motor Co., J. A. Deignan, Pres., 5th and Broadway, acquired site on W. Sixth St., between Broadway and Robinson Ave., plans erecting 1-story, 100x140-ft. building.

Okla., Tulsa—Oil Investors Service, Inc., capital \$10,000, chartered; John W. Naylor, Fort Worth; L. M. Ladet, 113 E. 26th St.; C. H. Rosenstein, Atlas Life Bldg., both Tulsa.

Tenn., Chattanooga—Mark K. Wilson, E. Third St., reported, has contract for erection The Broad Street Garage, Broad St. between Sixth and Seventh St., 4-story, brick and concrete, cost about \$115,000; Clarence T. Jonesy Archt., James Bldg. 7-28

Tenn., Knoxville—J. H. Waldrop, reported, has permit for erection 50x80-ft. garage at 220 W. Cumberland St.

Tenn., Knoxville—W. C. Terry, 325 W. Clinch St., reported, has permit for erection drive-in filling station and store at 2701 Magnolia Ave.; cost about \$10,000.

Tenn., Memphis—Forest Park Garage Co., Inc., acquired 54x150-ft. site, erect fireproof garage and storage plant; Jones & Furbinger, Archts., Porter Bldg.

Tenn., Memphis—C. A. Gerber, 1295 Poplar St., reported, let contract to H. C. King, Highland Ave. for erection garage on Macon Rd., 1-story, 37x37-ft.; Joe T. Wallace, Archt., 1516 Bank of Commerce Bldg.

Tex., Brownsville—A. A. Brown, reported, will erect 2-story, 100x120 ft., automobile storage, display and hotel building; brick and reinforced concrete, concrete floor slabs, plumbing, heating and electric wiring included in general contract; receive bids Oct. 25; Wm. D. Van Sicien, Archt., Maltby Bldg.

Tex., Floydada—Motor Supply Co., Roy L. Snodgrass, Mgr., plans erecting \$17,000 sales and service building corner Main and Mississippi St.

Tex., Houston—W. H. Lighthouse, 2018 Kane St., reported, acquires site on Buffalo Drive; plans erecting filling station.

Tex., Plainview—Harder & Dysart, reported, let contract to Cannady & Stark for 50x140-ft. brick building on Austin St., to be occupied by Blard Motor Co.

Tex., Plainview—J. D. Steakley let contract to Jordan Construction Co., for 50x125 ft. building on Austin St., to be occupied by Blackman Motor Co.

Tex., Tenaha—J. D. and J. H. Parker leased filling station at Center and Logansport highway; operate under name of Parker's Filling Station.

W. Va., Elkins—Phillips Motor Co., Ray Bldg., incorporated; Dennis Phillips, L. N. Tanner.

### Railways

Okla., Bowlegs—Chicago, Rock Island and Pacific Railway has applied to the Interstate Commerce Commission for authority to build an extension from Bowlegs southward for 8 mi.; C. A. Morse, Chicago, Ill., is Ch. Engr.

### Railway Shops and Terminals

Ala., Birmingham—Virginia Bridge & Iron Co., 3900 8th Ave., N., reported, has contract for 1000 tons structural steel for miscellaneous projects of Southern Railway.

Ark., Gurdon—Missouri Pacific Ry. Co., E. A. Hadley, Ch. Engr., Railway Exchange Bldg., St. Louis, reported, let contract to Fairbanks, Morse & Co., Chicago, Ill., for construction 400 ton capacity coaling station, reinforced concrete, mechanically operated. 7-7

Ark., Jonesboro—St. Louis Southwestern Ry. Co., W. S. Hanley, Ch. Engr., Tyler, Tex., reported, acquired 110 acres land in Craighead County, use for extension of yards, also move roundhouse and present switching yards from Main and Fisher St.; plans extensive improvements.

Mo., Jefferson City—Missouri Pacific R. R. Co., E. A. Hadley, Ch. Engr., St. Louis, Mo., reported, let contract to Roberts & Schaefer Co., 400 N. Michigan Ave., Chicago, Ill., for construction reinforced concrete, 2 track coaling station, 140-ton capacity.

Mo., St. Louis—Cleveland, Cincinnati, Chicago and St. Louis Ry. Co., H. Baldwin, Ch. Engr., Cincinnati, Ohio, reported, let contract to Woerman Construction Co., Syndicate Trust Bldg., St. Louis, for 2-story, 74x31-ft., brick service building; cost about \$16,000.

Okla., Muskogee—Missouri-Kansas-Texas R. R. Co., F. Ringer, Ch. Engr., Commerce and Market St., Dallas, Tex., reported, let contract to Austin Brothers Construction Co., Austin, Tex., for erection 1-story forge and blacksmith shop and woodworking shop.

Tenn., Memphis—St. Louis-San Francisco Ry. Co., F. C. Jonah, Ch. Engr., St. Louis, reported, let contract to Ogle Construction Co., 28 E. Jackson Blvd., Chicago, Ill., for erection 50-ton steel, electrically operated coaling station.

### Roads, Streets and Paving

In connection with LAND DEVELOPMENT large sums are expended for roads, streets, paving and sidewalks. Details will be found under that classification.

#### Proposed Construction

Ala., Foley—City has tentative plans for paving principal streets in connection with highway improvement. Address City Clk.

Ala., Gadsden—City Council plans cement sidewalks, curbs and gutters on East Broad St. from river bridge to trade school. Address City Clk.

Ala., Pratt City Branch, Ensley—City considering paving 7 blocks on Maple St., 5 blocks on Vine St. and Second Ave., between Highland and Fourth. Address City Clk.

Ark., Dardanelle—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock,

plans concrete road from Dardanelle to Fort Smith.

Ark., Hot Springs—City Commrs., Frank Head, receives bids Oct. 22 to pave Morrison Ave., Suburban Street Improvement Dist. No. 1, Garland County, 5152 sq. yd. concrete paving, 3428 lin. ft. curb and gutter, 1430 cu. yd. excavation; plans from City Engr.

Ark., Little Rock—City plans street paving in Street Improvement Dist. Nos. 485 and 451, and Street, Curb and Gutter Improvement Dist. Nos. 472 and 473; Frank A. Pritchett, Engr., Reigler Bldg.

Ark., Magnolia—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans Magnolia-Taylor Highway, from Magnolia, via Greer farm, Big Creek bottom, toward Taylor; O. L. Hemphill, State Highway Engr.

Ark., Paris—Board of Commrs., Street Improvement Dist. No. 1, J. J. Walbe, Chmn., receives bids Nov. 9 for 9000 cu. yd. excavation, 6129 lin. ft. special curb, 32,161 lin. ft. straight curb, 49 catch basins, 11 manholes, 63,168 sq. yd. 6-in. concrete pavement, or asphalt pavement on 5-in. concrete base, or 12,955 sq. yd. 2½-in. brick pavement on 5-in. concrete base, 30,000 lb. reinforcing steel; plans from Ford & MacCrea, Engrs., Gazette Bldg., Little Rock. 10-6

Ark., Rogers—Paving Dist. No. 15 received low bid from Jay E. Gould, Fort Smith, at \$13,052 for 1430 cu. yd. excavation, 1850 ft. 30-in. straight curb and gutter, 5475 sq. yd. 6-in. concrete paving, etc. 9-29

Ark., Texarkana—City plans about 40,000 sq. yd. asphalt surface on concrete base; Otto Yenglin, City Engr.

Ark., Van Buren—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans highway through Mulberry, Crawford County, and bridge over Big Mulberry Creek, on U. S. Highway No. 64; W. W. Mitchell, Asst. State Highway Engr.

Fla., Bartow—Polk County Commrs. plan road building, cost \$100,000. See Financial News—Bond Issues Proposed.

Fla., Brooksville—Hernando County Commrs. plan completing 2 mi. Bay Port road.

Fla., Fort Lauderdale—City, Glenn E. Turner, Clk., will expend \$150,000 for grading, 8-in. rock base and cilling various streets; Rollin Ritter, Engr.

Fla., Lynn Haven—Board of Commrs., J. D. Lovejoy, Clk., receives bids Oct. 26 for 28,091 sq. yd. 6-in. reinforced concrete or bituminous macadam surface course on 6-in. compressed limestone or clay-gravel base; 9302 lin. ft. one course concrete combined curb and gutter, 21 catch basins, 8 manholes; plans on file or from O. H. Lang, Consult. Engr., Moultrie, Ga.

Fla., Pensacola—Louisville and Nashville R. R. Co., J. J. McCaskill, Asst. Supt., Pensacola Division, plans extending Wright St., through to depot back of tracks.

Ga., Atlanta—Fulton County Comm. plans paving 8 blocks Gordon St. with vitrified brick; estimated cost \$100,000.

Ga., Savannah—Dixon Contracting Co., 793 E. St. Julian St., Savannah, low bidder for paving Fortieth St., Atlantic to Waters Ave.

Ga., Waycross—City Comm. plans letting contract to pave Jenkins St., from intersection of Plant Ave. and Francis and Tebeau St., to Brunel St.

Kentucky—State Highway Comm., Frankfort, receives bids Nov. 22 for 3 roads: Ohio County—3.8 mi. grade and drain Hartford-Calhoun road, from point in old county road, between Little No Creek and Big No Creek, eastward to Hartford-Owensboro road, north of Hartford; 2.7 mi. grade and drain Beaver Dam-Rozine road, from Hartford-Beaver Dam road, east to Beaver Dam-Horton road; Elliott-Rowan Counties—26.1 mi. grade and drain, Morehead-Sandy Hook road, from Midland Trail, Rodburn to corporate limits of Sandy Hook; plans on file; E. N. Todd, State Highway Engr.

Ky., Carlisle—Nicholas County Fiscal Court plans rebuilding 9 mi. Carlisle and Myers Station road, Carlisle to Fleming County line; 6 mi. Headquarters and Cynthia road; sold bonds.

Ky., Frankfort—City receives bids Oct. 22 to pave Mero St., High to Ann, with sheet asphalt, asphaltic concrete or rock asphalt; plans from City Clk. or W. J. Horrigan and Associates, Inc., Engrs., 300 McClure Bldg., Frankfort, and 708 Reaty Bldg., Louisville; C. T. Coleman, Mayor.

Ky., Frankfort—Franklin County Fiscal Court appropriated \$242,000 to complete 3 roads: Bald Knob, Owenton and Lawrenceburg; plans building Bald Knob pike from city limits to Henry County line. Address County Commrs.

Ky., Louisville—City Board of Public Works plans Bardstown road, from Douglass Blvd. to Doup's Point.

La., Bastrop—Morehouse Parish Police Jury plans 35 mi. gravel road in 4 wards in Roads Dist. No. 1; cost \$305,000; Lester White, Parish Engr. See Financial News—Bond Issues Proposed. 9-22

La., Lake Charles—Calcasieu Parish Police Jury plans road building in Ward 2. See Financial News—Bond Issues Proposed.

La., Lake Charles—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, received low bid from G. B. Zigler, Jennings, La., at \$13,981 for 4.2 mi. shell-surfacing Vinton-Orange Highway, Calcasieu Parish.

La., Oak Grove—West Carroll Parish Police Jury contemplates building Kilbourne-Gassaway Highway, and extending Oak Grove Highway west.

La., Ville Platte—Evangeline Parish Police Jury received low bid from Wimberly & Barbour, Church Point, La., at \$32,822 for 12.84 mi. Concordia road between St. Landry and Concordia.

La., Welsh—Jefferson Davis Parish Police Jury, John T. Hood, Sec., Jennings, plans paving main business streets after first of year; \$40,000 to \$45,000 available.

La., Winnfield—City, Dr. P. J. Bumgardner, plans paving principal streets; will receive bids later; Charles D. Evans, Consult. Engr., Shreveport.

Miss., Ackerman—State Highway Dept., Jackson, plans graveling various roads, including roads west to Attala County line, south to Winston County line; H. C. Dietzer, State Highway Engr.

Miss., Ackerman—Choctaw County Board of Suprvs., W. G. Thompson, Commr. of Beat 5, plans letting contract to hard surface Federal Aid Highway Project from Ackerman to Oktibbeha line; W. A. Boone, Highway Commr.

Miss., Ashland—Benton County Board of Suprvs. may build 3 roads: 7 mi. road from point south of Ashland toward Holly Springs; 6 mi. road from point south of Ashland toward Ripley; 1 mi. road from Ashland toward Falkner; cost \$75,000. See Financial News—Bond Issues Proposed.

Miss., Bay Saint Louis—Hancock County Road Protection Comm. receives bids Nov. 8 for road protection along Bay Saint Louis, 228,000 sq. yd. 6-in. reinforced concrete or 8-in. plain concrete road protection pavement, 42,900 lin. ft. type "A" concrete curb; plans from Chancery Clk.; J. W. Billingsley, Consult. Engr., Interstate Bank Bldg., New Orleans, La.

Miss., Belzoni—Humphreys County Board of Suprvs., A. R. Hutchens, Clk., receives bids Nov. 7 to furnish gravel and repair ¾ mi. Belzoni-Wasp Lake road, Beat No. 1; plans from C. E. Miller, Engr.

Miss., Canton—Madison County Board of Suprvs. plans building 10 roads: Paving Canton-Hinds County road; Flora-Hinds County road; Canton-Moore's Ferry; Canton-Meek's Ferry; Canton-Flora; 2 mi. paving Canton-Turnetta road; on Pickens Highway at Wales Shop to Stump Bridge road; Sharon-Camden road; Shoccoe-Lone Pine road; Camden-Pickens road, etc.

Miss., Forest—Town Board plans paving Main St., around courthouse and 2 blocks on Hillsboro St.; Cully Engineering Co., Jackson, will prepare plans, etc.

Miss., Itta Bena—City, Board of Mayor and Aldermen, plan curb and gutter from Allen Service Station to Itta Bena Cemetery and extend 18 ft. concrete road on Schley St. to proposed curb and gutter; City Engr. to prepare plans.

Miss., Kosciusko—Attala County Board of Suprvs. plans 2 roads in Beat 1: From Beat 1 toward Valden; from Beat 1 toward West; cost \$70,000. See Financial News—Bond Issues Proposed. 9-15

Miss., Laurel—Jones County Board of Suprvs. plans 9.7 mi. graveling Laurel-Bay Springs road, building bridges on road and improving bridges on Reddoch Ferry-Hebron road. Beat No. 2; cost \$75,000. See Financial News—Bond Issues Proposed.

Miss., McCool—Town plans concrete sidewalks, cost \$8000. Address The Mayor. See Financial News—Bond Issues Proposed.

Miss., Merigold—City, T. R. Park, Mayor, plans paving streets in business section.

Miss., Meridian—Lauderdale County Board of Suprvs. plans 4 asphalt or concrete highways leading out from Meridian, cost \$1,600,000. See Financial News—Bond Issues Proposed. 9-22

Miss., Vicksburg—Warren County Highway Comm. plans repairing and regaveling 7 roads; E. J. Tucker, Engr., Bonnell Bldg.



See Financial News—Bond Issues Proposed. 10-6

Miss., Waynesboro—City, Mayor and Board of Aldermen, considering paving Front St. with concrete.

Miss., Waynesboro—Wayne County Board of Supvrs. may build public road from Will Stagg place, on Matherville and Frost Bridge public road, to J. W. Allen place, to intersect Matherville and Coyt public road, about 2 mi. from Matherville.

Mo., Forsyth—Taney County Highway Comm., V. H. Doty, Chmn., Bradleyville, plans arterial highway through Ozarks Country, from Sparta, Christian County, through Taney County to Yellville, Ark.

N. C., Durham—Durham County Commrs. plan building and improving 3 roads: Extend Hamlin road 1 mi., connecting with road to Gorman; repair and rebuild Pope road from present terminus on Chapel Hill Highway to New Hope Valley road; Mineral Springs road; T. L. Prendergrass, County Road Supvr.

N. C., Lexington—City, R. P. Earnhardt, Clk., receives bids Oct. 26 for 6200 ft. curb and gutter, 3000 yds. excavation, 12, 15 and 18 in. storm sewer, 14 catch basins; plans from N. R. Kinney, Engr.; Fred O. Sink, Mayor.

N. C., Marshall—Madison County Commrs., W. Garrett Buckner, Chmn., Mars Hill, plans road building in Township No. 13, cost \$15,000. See Financial News—Bond Issues Proposed.

Okla., Ada—State Highway Dept., Oklahoma City, considering gravel road from Ada toward Roff, Pontotoc County; Clark R. Handigo, State Highway Engr.

Okla., Enid—City Commrs. plan expending \$14,449 to widen Independence Ave.; F. C. Magruder, City Engr.

Okla., Frederick—Tillman County Good Roads Committee plans 3 concrete roads, totaling 59 mi.: Lee Highway, from east through county across free bridge at Davidson into Texas; portion of State Highway No. 36, Grandfield to connect with Lee Highway; Highway No. 24, from Tipton to connect with Lee Highway near Frederick; total cost \$1,770,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Okla., Miami—State Highway Comm., Oklahoma City, plans paving U. S. Highway No. 66 from Picher, Ottawa County, to Canadian County line; Clark R. Handigo, State Highway Engr.

Okla., Okemah—State Highway Comm., Oklahoma City, approves plans Okfuskee County Commrs. for state highway from Okemah to Creek County line; Clark R. Handigo, Highway Engr.

Tenn., Chattanooga—Hamilton County Highway Comm. plans completing Mahan Gap road, connecting with road recently completed by Bradley County.

Tenn., Greenfield—Town plans graveling and concreting all streets, cost \$50,000. Address Town Clk. See Financial News—Bond Issues Proposed.

Tenn., Huntingdon—Carroll County plans letting contract in Dec. to grade Highway No. 44 from Huntingdon to Clarksburg. Address County Commrs. 10-13

Tenn., Johnson City—City Commrs., T. H. McNeil, Recorder, receives bids Oct. 28 to grade, pave, etc., streets in Improvement Dists. Nos. 197 and 198; 1700 sq. yd. paving, 1500 lin. ft. curb or gutter and gutter, 8 manholes, 2 catch basins, etc.; plans on file and from City Engr.

Tenn., Linden—Perry County Quarterly Court voted \$75,000 toward road from Humphreys County line on north to Wayne County line on south.

Tenn., Nashville—City, Hilary E. Howse, Mayor, plans expending \$115,000 to widen Third Ave. from Public Square to L. & N. R. R.; \$75,000 to widen, grade and pave Deaderick St., Victory Blvd., from Fifth Ave. to Jackson Hotel.

Tenn., Pulaski—Giles County Court, W. F. English, Clk., plans 2 roads: From Bodenhams to Lincoln County line, cost \$250,000; between Pulaski and Alabama line, cost \$50,000; will sell bonds.

Tex., Alamo—City plans paving Central Ave. 18 ft. wide from Commercial St.; balance of street will be 72 ft. wide. Address City Clk.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, plans rebuilding Middlebaster Highway through Caldwell County to Gonzales County line; also plans 3 mi. highway out of Cuero; R. A. Thompson, State Highway Engr.

Tex., Anderson—Grimes County, Ralph W.

Barry, Judge, plans 3.7 mi. grading and bridges, Highway No. 90, from Navasota to Brazos County line, estimated cost \$20,000; Oscar A. Seward, Jr., Engr.

Tex., Athens—Henderson County Commrs. plan completing State Highway No. 19 across county and improve Highway No. 40 across northern part of county. Address Judge Curlee.

Tex., Athens—Henderson County Commrs. Court plans 3 roads: Conditioning U. S. Highway No. 40, improving roads to Frankston and Chandler. Address County Commrs. 10-13

Tex., Bastrop—Bastrop County, Red Rock Community, Road Dist. No. 8, plans road from Bastrop Precinct line via Waterton, Red Rock and Bateman to Caldwell County line; cost \$60,000. Address County Commrs. See Financial News—Bond Issues Proposed. 9-8

Tex., Beaumont—City, Ollie J. Bloyd, Mgr., received low bid from Scott Shambaugh at \$23,000, to pave Trinity St. and Blanchett St., A to B and A to C; from Uvalde Rock and Asphalt Co., at \$10,846, to pave Royal St. 10-6

Tex., Beeville—Bee County Commrs. Court plans hard surfaced highways touching county lines in four or five directions and caliche roads, with permanent drainage structures, cost \$550,000. Address County Commrs. See Financial News—Bond Issues Proposed. 10-6

Tex., Coldsprings—San Jacinto County, Wm. McMurray, Judge, plans 7.348 mi. grading and bridges, highway from Coldsprings to Evergreen, estimated cost \$43,200; J. R. Spiller, Engr.

Tex., Coleman—State Highway Dept., R. S. Sterling, Chmn., Austin, plans Great Plains Highway through Morris Ranch; R. A. Thompson, State Highway Engr.

Tex., Cuero—DeWitt County, Stanley Kulawik, Judge, plans 9.25 mi. grading and bridges, Highway No. 100; Yoakum-Hockheim Road; estimated cost \$75,000; W. H. Koether, Engr., Yoakum.

Tex., Del Rio—Val Verde County, W. F. Littleton, Judge, plans 5.68 mi. grading and bridges, Highway No. 3, between Langtry and Shumla; estimated cost \$64,700.

Tex., Edinburg—Hidalgo County Commrs. Court plans road building in Road Dist. No. 1, cost \$4,000,000. Address County Commrs. See Financial News—Bond Issues Proposed. 10-6

Tex., Edinburg—Hidalgo County, Taylor Dist. plans Independent Road Dist. No. 3, for road improvement. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Edna—Jackson County plans creating road district in southern end of county for road building, cost \$80,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Fort Worth—State Highway Comm., R. S. Sterling, Chmn., Austin, plans highway from Fort Worth to Jacksboro; tentative route via Ten-Mile Bridge and Azle, Springtown and Perrin; R. A. Thompson, State Highway Engr.

Tex., Giddings—Lee County, Ollie C. York, Judge, plans 8.263 mi. grading and bridges, Highway No. 102, Lexington city limits to Milam County line, estimated cost \$29,000; A. C. Cook, Engr.

Tex., Goliad—Goliad County, J. A. White, County Judge, plans system of roads in county, including Highway No. 12; cost \$400,000. See Financial News—Bond Issues Proposed. 10-13

Tex., Houston—City, J. C. McVea, Engr., received low bids at about \$170,000 for street paving, topping and water mains: Smith Brothers, Uvalde Rock Asphalt Co., Gulf Bitulithic Co., Scott Shambaugh, Com. Tellepsen, McClendon & Green.

Tex., Houston—City, J. C. McVea, City Engr., plans 20-ft. macadam and asphalt highway from city limits to Houston Airport; A. J. Wise, County Engr.

Tex., Houston—City, J. C. McVea, City Engr., received low bid from Gulf Bitulithic Co., 701 Foster Bldg., at \$25,203, to pave N. Main St., Boundary to Enid; at \$65,890 for Polk St., Telephone road to Elm St.

Tex., Houston—Harris County Commrs., Norman Atkinson, Judge, received low bid from C. K. Horton at \$127,435 to grade and place rock covering on 9.28 mi. Market Street road, from San Jacinto River to Goose Creek. 9-22

Tex., Jasper—City, A. L. Black, Mayor, plans street paving, cost \$75,000. See Financial News—Bond Issues Proposed. 9-29

Tex., Karnes City—Karnes County, D. O. Klingeman, County Judge, plans 6 mi. grading and bridges, Highway No. 16, through

Road Dist. No. 3, south from Wilson County line.

Tex., Kerrville—State Highway Comm., R. S. Sterling, Chmn., Austin, plans receiving bids Nov. 14 for 11.250 mi. grading and bridges, Highway No. 41, from Real County line to Station 617 plus 00, toward Kerrville; R. A. Thompson, State Highway Engr.; S. K. Mason, Res. Engr.

Tex., Kerrville—City, A. T. Adkins, Mayor, plans expending \$25,000 for about 3 mi. additional paving. See Financial News—Bond Issues Proposed.

Tex., Kingsville—Kleberg County plans improving 2 roads: Pave dirt road west from Kingsville to connect with Alice and Jim Wells Highway; surface and repair present Brooks County line; estimated cost \$350,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Leakey—Real County Commrs. Court plans 5 roads: Up Frio Canyon, from Uvalde County line to Kerrville-Rockspring Highway, cost \$125,000; Leakey-Camp Wood Highway, \$75,000; 10 mi. up East Prong of Frio above Leakey, \$40,000; 2 roads up Hackberry and Bullhead Creeks out of Vance, \$33,000. See Financial News—Bond Issues Proposed. 10-6

Tex., Llano—State Highway Dept., R. S. Sterling, Chmn., Austin, plans improving Jollyville road, from Austin to Llano; R. A. Thompson, State Highway Engr.

Tex., Palestine—Anderson County, E. H. Shelton, County Judge, receives bids Nov. 4 for concrete pavement on Neches Highway, from Sta. 17-15 to Sta. 27-00; 3216 sq. yd. uniform pavement, 10,650 lb. reinforcing stel; plans from Edw. W. Davis, County Engr.

Tex., Palestine—Anderson County, E. H. Shelton, County Judge, considering Palestine-Tucker Highway into city of Palestine.

Tex., San Angelo—City, E. V. Spence, Mgr., receives bids Oct. 31 for 100,000 sq. yd. 2-in. hot mix, limestone rock asphalt, 2-in. asphaltic concrete, 2½-in. brick on 6-in. concrete base; 6 and 7 in. concrete reinforced with steel, 6 and 7 in. vitrolithic concrete reinforced with steel on natural base; also storm sewers, estimated cost \$1,420,000.

Tex., San Antonio—City, Paul E. Steffler, Commr. of Streets, plans grading and graveling Pine St., between Peck and Drexel Ave.; I. Ewig, City Engr.

Tex., San Benito—Judge A. V. Logan, Commr. of San Benito Precinct, plans paving South Blvd.; plans grading and improving La Paloma-Hinkly road.

Tex., Seguin—Guadalupe County, J. B. Williams, Judge, plans completing 10.58 mi. grading and bridges, Highway No. 3-A, Seguin-Luling road, from Seguin to point east of Kingsbury; 140-ft. concrete pile trestle bridge across Mill Creek, 170-ft. concrete pile trestle bridge across creek and 2 multiple culverts; estimated cost \$80,000; also plans 8 mi. grading and bridges, Highway No. 123, Seguin-San Marcos road; Capt. A. Schlafli, Engr.

Tex., Victoria—State Highway Dept., R. S. Sterling, Chmn., Austin, appropriated \$39,000 for gravel base on Highway No. 29, from Victoria County line to Cuero; additional \$22,000 appropriated for asphalt top; plans receiving bids R. A. Thompson, State Highway Engr.

Tex., Victoria—Victoria County, P. P. Putney, County Judge, plans improving 3 roads: Nos. 12 and 29, Victoria-Refugio road, cost \$600,000. See Financial News—Bond Issues Proposed.

Va., Appomattox—Appomattox County Board of Supvrs. considering road from Evergreen to join State Highway No. 10; eliminate grade crossing.

Va., Bristol—City Commrs., G. P. Beidleman, Commr., plan grading street and approaches to bridge to be built over Beaver Creek; Arthur Green, City Engr.

Va., Norfolk—City, I. Walke Truxton, Mgr., plans laying curb and gutter on Newport, Stanhope Ave., corner of Springfield Ave. and Campostella Road, also cinder roadway on North Bradon Ave.

Va., Richmond—City, R. Keith Compton, Director of Public Works, considering widening Laurel St. 15 ft. between Main and Franklin St.; estimated cost \$10,000.

W. Va., Elizabeth—Wirt County plans preparing roads for hard surfacing and for graveling roads to Burning Springs, cost \$84,000. Address County Commrs. See Financial News—Bond Issues Proposed.

#### Contracts Awarded

Ark., Pine Bluff—J. P. McNulty, 2121 Cherry St., has contract at \$67,059 to pave 24 blocks of streets in West Pine Bluff, Paving Dist. No. 99.

Fla., Palatka—Putnam County Board of Bond Trustees let contracts for 3 6-in. lime rock base with double surface treatment roads: T. B. Gillespie, Palatka, 5 mi. road from Bostwick to Palmetto Bluff; 2½ mi. road from East Palatka to St. Johns County line; to L. M. Gray, 5 mi. road from Futch's Corner, Peniel to Springside; rejected bids for road from Springside to Clay County line. 9-15

Ga., Thomasville—City let contract to Westco Co., at about \$300,000 for about 6.5 mi. street paving. Address City Clk.

Ga., Waycross—City Comm., W. E. Lee, Clk., let contract to McDougald Construction Co., 180½ Spring St., Atlanta, \$11,000 to \$12,000, for asphalt top-surface on Carswell Ave.

La., West Monroe City, C. C. Bell, Mayor, let contract to Lee W. King, McComb, Miss., for sidewalks, curbing and gutters; J. N. Fournier, City Engr.

Maryland—State Roads Comm., Baltimore, let contracts for 7 roads: Montgomery County—12 mi. concrete along Sixteenth St.-Baltimore Blvd.; Latimer & Maloney Contracting Co., 1910 Biltmore Ave., Washington, D. C., \$6194; .08 mi. Seventh Street pike and Philadelphia Ave., Silver Springs, Latimer & Maloney Contracting Co., \$7920; .01 mi. concrete Damascus Road, G. B. Mullin Co., 30th and Military Road, Washington, \$30,000; Cecil County—1.02 mi. concrete, Earlville, toward Pearce Neck, John K. Flick, Sudlersville, \$25,652; Wicomico County—31 mi. between Sharptown and Delaware State line, Holt Construction Co., Federalburg, \$5816; Somerset County—29 mi. relocate road at Kings Creek on Princess Anne-Westover Road, Hanneman-Burroughs Co., Salisbury, \$12,482; Prince Georges County—1.49 mi. Ray Road, from corporate limits of Takoma Park toward Riggs Road, Corson & Gruman Co., 33d and K Sts., Washington, \$14,393.

Miss., Vicksburg—City, S. S. Patterson, Clk., let contract to V. T. Zollinger to pave sections of 7 streets with Colrock and concrete paving, curb and gutter. 9-22

Miss., Yazoo City—Yazoo County Commrs. let contracts to B. F. McWhorter, at about \$10,000, to gravel 3 roads in Lake City Dist.: Lake City-Ferry road, Coon Camp road, Eldorado road; L. A. Gary, Dist. Engr. 9-15

Mo., Kansas City—City, Matthew S. Murray, Director of Public Works, let contract to Brosnahan Brothers, at \$49,579 to pave Main St. from Brush Creek to Fifty-second St.

Mo., Kirkwood—City let contracts at \$46,769 for street paving; Moore Bros. Construction Co., 2000 St. Clair Ave., East St. Louis, Ill.; Fehling-Ferrenbach, Inc., 3500 Hickory St., St. Louis.

Mo., Moberly—Lynch-McDonald Construction Co. has contract to gravel 2 blocks on North Buchanan and Cleero St.

Mo., Springfield—City, W. E. Freeman, Mayor, let contract to Stigall Construction Co., at \$1.80 per sq. yd., for concrete paving on Calhoun and Cairo St.

Mo., St. Joseph—City, L. V. Stigall, Mayor, let contract to P. P. Young, R. F. D. No. 6, at \$27,597 to pave Messanie St., Sixteenth to Twenty-sixth, with 2½-in. brick, on 1-in. sand mixed with cement, on present macadam base.

Mo., Warrenton—City, E. S. Aydelott, Clk., let contract to Cameron-Joyce, Keokuk, Iowa, to grade, curb and gutter and pave Main St., with amiesite and amiesite asphalt.

N. C., Winston-Salem—City, H. L. Shaner, Commr. of Public Works, let contract to Atlantic Bitulithic Co. at \$2.47 per sq. yd. for 4350 sq. yd. paving on Trade St. at \$2.47 per sq. yd. for 3200 sq. yd. paving on Thirteen and One-Half St.; to C. A. Heilig, for 2040 sq. yd. sidewalks on Sprague St.

Okla., Enid—City Commrs. let contract to Earl W. Baker Construction Co., 408 Medical Arts Bldg., Oklahoma City, to pave South Harrison St., Oklahoma to Market.

Okla., Enid—Hyde Construction Co. has contract to complete 4.5 mi. west pavement from Enid to county line; B. J. & L. Construction Co. has contract for 4 mi. road from Enid to Hennessey, both Garfield County. Address City Commrs.

Okla., Fairview—City let contract to Rightmeir & Baldwin, Ponca City, for 5 blocks street paving.

Okla., Tulsa—City Comm., J. G. Whiteside, Finance Commr., let contracts at \$190,000 for street paving: Standard Paving Co., 1172 E. Sixth St., \$72,000; Western Construction Co., 229 N. Nogales St., \$55,000; H. L. Cannady, 1116 S. Lewis St., \$63,000.

S. C., Conway—Flske-Carter Construction Co., Masonic Temple Bldg., Greenville, has contract for 4 mi. concrete road from rail-

road at Myrtle Beach to new section under development.

S. C., York—York County Commrs. let contract to Ratchford & McDow, for 1½ mi. excavation and top soil road, near Beaver Dam Creek, Bethel Township, being link of road from Clover to Buster Boyd Bridge across Catawba River.

Tenn., Chattanooga—City, R. H. Crox, Commrs. of Dept. of Streets and Sewers, let contract to J. W. Massey, for sidewalks on North Chamberlain Ave., and Twenty-first St.

Tex., Fort Worth—Standard Paving Co., Majestic Bldg., has contract at \$48,927 to pave East Mulke and Hattie St.; West Texas Construction Co., Cotton Exchange Bldg., at \$39,836 to pave Fifth, Bryan, Bewick and College Ave.; O. E. Carr, Mgr.

Tex., Waxahachie—State Highway Dept., R. S. Sterling, Chmn., Austin, let contract to T. F. Dexter, 605 N. Texas Bldg., Dallas, at \$177,360, for 3 roads, 3-in. bituminous macadam surface course on 9½-in. compact limestone base course on State Highway No. 34, totaling 11.585 mi., Ellis County; 5.89 mi. from Waxahachie to Ray; .87 mi. from Waxahachie, west; 4.83 mi. from Waxahachie to Sardis. 10-6

W. Va., Elkins—Fucy Brothers have contract for 2 mi. addition on Seneca Trail between Beverly and Valley Bend, Randolph County. Address County Commrs.

W. Va., Weston—Lewis County Court let contract to D. Rich to surface 1.1 mi. road in Freeman Creek Dist., from Reed Station to Freemansburg.

## Sewer Construction

**Sewer construction in LAND DEVELOPMENT projects involves the expenditure of large sums of money. Under that classification details of these improvements are reported.**

Ark., Corning—Board of Commrs., Improvement Dist. No. 1, receives bids Oct. 21 for vitrified sewer pipe, manholes, etc. 9-8

Ark., DeWitt—City, reported, plans sewer in major part of city. Address The Mayor.

Fla., Lynn Haven—City, A. L. Kline, Mayor, receives bids Oct. 26 for sanitary sewer system. See Want Section—Bids Asked.

Fla., Tampa—C. C. Brown Co., reported, has contract for storm sewers on S. Franklin St.

Ky., Covington—City votes in Nov. on \$50,000 sewer bonds. Address The Mayor.

Ky., Louisville—Board of Public Works will let contracts within next 2 weeks for sewers on Herman St., Douglass Blvd. and Yale Drive.

La., Vinton—City, C. Andrews, Clk., reported, plans \$50,000 bond issue for sewers; Henry A. Meutz, Const. Engr., Hammond.

Miss., Cleveland—City, reported, has plans and specifications by M. L. Cully, New 1st Natl. Bank Bldg., Jackson, for \$75,000 sewer system.

Miss., Sardis—Meadows & Walker of Memphis, Tenn., reported, have contract to furnish and lay 1000 yds. of pipe for sewer extension.

Mo., Aurora—City, Dr. R. S. Paige, Mayor, will construct disposal plant and sewer lines; Russell & Axon, Engrs., McDaniel Bldg., Springfield. 10-6

Mo., Kansas City—T. M. Walsh, 2953 Victor St., reported, low bidder for storm and sanitary sewer in district 399; Matthew S. Murray, Director of Public Works.

Mo., St. Joseph—Hugh Devlin, reported, low bidder for sewers 110 and 140; Judson Engineering and Construction Co., 1811 Farson St., for sewers in districts No. 127 and 149.

Mo., St. Louis—A. Guthrie & Co., Minneapolis, Minn., has contract for River Des Peres work. 10-6

N. C., Asheville—Department of Public Works, L. B. Rogers, Commr., let contract to Asheville Paving Co., Technical Bldg., at \$11,404 for extension to sewer system; install 818 ft. of 48-in., concrete pipe, 525 ft. of 42-in. concrete pipe, manholes and inlets; Stanley H. Wright, Ch. Engr. 10-13

N. C., Asheville—Kelly-Wilson Construction Co., reported, has contract for water mains and sewer line on West Chestnut St. 10-6

N. C., Druid Hills, Hendersonville.—See Water Works.

N. C., Lexington—See Roads, Streets, Paving.

Okla., Oklahoma City—City, E. M. Fry, City Mgr., plans voting on \$2,500,000 bonds for storm sewers, and \$250,000 sanitary sewers. See Financial News—Bond Issues Proposed.

Tenn., Greenfield—City, reported, plans voting on \$50,000 sewer bonds. Address The Mayor.

Tenn., Memphis—W. H. Shons Co., Freeport, Ill., reported, low bidders for construction of Huling St. tunnel.

Tex., Jasper—See Water Works.

Tex., San Antonio—Geo. E. Brombaugh, Jr., 712 W. Theo Ave., reported, has contract for Travis St. sewer.

Tex., San Antonio—McKenzie Construction Co., Travis Bldg., reported, low bidder at \$13,273 for extension of East End sanitary sewer line.

Tex., San Angelo—See Roads, Streets, Paving.

W. Va., Glen Dale—Town, Homer Marquis, Mayor, votes soon on installation of sewer system.

## Street Railways

N. C., Asheville—Following sub-contracts awarded for construction car barn of Carolina Power and Light Co., 164 Patton Ave.: plumbing and heating to Pumpford & Pope, 20 Walnut St.; electric wiring to M. B. Haynes, 72 Woodfin St.; Fenestra steel sash, through Sutton Osborne Supply Co., 125 Roberts St., all Asheville; roofing to Johns-Manville Co., Charlotte; reinforcing steel to Kalman Steel Co., Candler Bldg., Atlanta, Ga.; Palmer-Spivey Construction Co., Inc., 401 S. Tryon St., Charlotte, Contrs. 10-6

## Telephone Systems

Ark., Stuttgart—The Southwest Telephone Co., 305 Rector Bldg., Little Rock, have taken over former telephone companies in following towns: Biggers; Carlisle; Corning; DeWitt; England; Gillett; Hazen; Imboden; Piggott; Pocahontas; Rector; St. Francis and Marmaduke.

La., Hammond—Southern Bell Telephone and Telegraph Co., Arthur Shepherd, Mgr., main office Atlanta, Ga., reported, plans erecting new telephone exchange building.

Miss., Ripley—Southwestern Telephone Co., reported, granted 25 yr. franchise.

N. C., Troy—Central Carolina Telephone Co., capital \$250,000, Geo. R. Ross, Jackson Springs; T. L. Bland, Sir Walter Hotel, Raleigh; Morgan B. Speir, 112 Crescent Ave., Charlotte.

Oklahoma—The Southwest Telephone Co., 305 Rector Bldg., Little Rock, Ark., have taken over former telephone companies in following towns: Hollister; Loveland; Davidson; Gound and Hollis.

Texas—The Southwest Telephone Co., 305 Rector Bldg., Little Rock, Ark., have taken over former telephone companies in following towns: Jarrell; Coupland; Pflugerville; Weir; Walburg; Grapevine; Lewisville; Irving; Grand Saline; Alba; Emory; Point; Lone Oak; Rusk; Dialville and Thrall.

## Textile Mills

Ala., Huntsville—Lincoln Mills, reported, planning addition to equipment.

Ga., Commerce—Harmony Grove Mills, C. J. Hood, Sec., selected Robert & Co., Inc., Bona Allen Bldg., Atlanta, as engineers for proposed No. 2 unit. 10-13

Ga., LaFayette—LaFayette Cotton Mills will erect addition to present plant as well as reorganization of textile machinery; plans installing 5000 spindles and certain additional looms; building program will consist of new weave shed 175x130 ft. wide, and 50 ft. addition to present mill; contract for work will be let Nov. 1; Robert & Co., Inc., Engrs., Bona Allen Bldg., Atlanta. 10-13

Tenn., Bemberg (Mail Elizabethton)—Lockwood, Greene & Co., Inc., Engrs., 100 E. 42d St., New York, will be ready for bids in about 1 week on structural steel only for American Glanzstoff Corp.'s plant in Happy Valley and separate bids on Glanzstoff foundation in from 2 to 3 weeks. 8-25

Tenn., Bemberg (Mail Elizabethton)—Lockwood, Greene & Co., Inc., Engrs., 100 E. 42d St., New York, considering bids for general construction contract second unit of American Bemberg Corp.'s plant; this covers general construction of buildings, about 300,000 sq. ft. of floor space. 9-29

Tenn., Lenoir City—Alspach Knitting Co., Orwigsburg, Pa., reported, establish underwear manufacturing plant.

Tex., Houston—Houston Cotton & Twine



Mills, Cotton Exchange Bldg., reported, rebuild burned portion of mill.

Tex., New Braunfels—Texas Gauze Mills, incorporated; A. W. C. Bergfeld, Carl Willie, Oscar Haas.

## Water Works

Details of water works improvements in connection with the many LAND DEVELOPMENT operations will be found under that classification.

Ark., Little Rock—Lakeside Country Club, reported, let contract to Gordon Walker, 14th St. and Park, at \$10,000, for dam and spillway.

Fla., Coral Gables—E. Friedman, City Engr., reported, let contract to Kiser Drilling Co., Miami, for drilling 10-in. well at Venetian Pool and installing pumping equipment.

Fla., Lynn Haven—City, A. L. Kline, Mayor, receives bids Oct. 26 for water works. See Want Section—Bids Asked.

Ga., Atlanta—City, W. Z. Smith, Mgr., Atlanta Water Works Co., will expend \$258,000 for water works extensions; install 6900 ft. of 16-in., 600 ft. of 36-in. cast-iron water pipe; one 30 m.g.d. turbo centrifugal pump; date of opening bids not fixed. 10-13

Ky., Williamstown—City votes Nov. 7 on \$50,000 water works bonds. Address The Mayor.

Md., Hagerstown—City, George L. Bean, Engr., will soon ask for bids for laying 43,000 ft. of 24-in. cast iron pumping mains.

Md., Oxford—City Commrs., reported, let contract to Virginia Machinery and Well Co., 1319 E. Main St., Richmond, Va., for pumping equipment; for laying 14,325 ft. of mains to W. G. Fritz Co., 69 Main St., West Orange, N. J.; 100,000-gal. tank on 75-ft. tower to Petroleum Iron Works Co., 25 W. 43d St., New York.

Miss., Water Valley—City, reported, let contract to Geo. S. Voltz, Ripley, Tenn., for pump house, reservoir, cooling tower, etc.; Thos. H. Allen, Bank of Commerce Bldg., Engr., Memphis, Tenn.

Mo., Marshall—City having preliminary surveys made by Burns & McDonnell Engineering Corp., 402 Interstate Bldg., Kansas City, for sewers; no construction contemplated before spring 1928.

Mo., St. Louis—Board of Public Service, E. R. Kinsey, Pres., receives bids Nov. 1 for low and high pressure electrically and hand operated gate valves at Missouri River Pumping Station and for water meters and Venturi tubes.

N. C., Druid Hills, Hendersonville—City votes Nov. 1 on water and sewer bonds. See Financial News—Bond Issues Proposed.

N. C., Monroe—Benfield Brothers, Troy, reported, has contract for placing water mains in Benton Heights; Carolina Engineering Co., Johnston Bldg., Charlotte, Engrs.

Okla., Ada—City, Somer Jones, Mayor, votes Oct. 25 on \$425,000 water works bonds. See Financial News—Bond Issues Proposed.

Okla., Ardmore—City, reported, plans 18 miles cast iron mains; S. Matthews, Engr.

Okla., Mannford—City, reported, plans water works improvements; cost \$20,000; J. C. Milliken, Engrs., Continental Bldg., Oklahoma City.

Okla., Marshall—City, reported, voted \$25,000 bonds; W. S. Sherman, Engr., 18 E. Main St., Oklahoma City. 10-6

Okla., Maud—City, reported, having preliminary plans made for water works supply, impounding reservoir, etc.

Okla., Oklahoma City—Sherman Iron Works, 18 E. Main St., reported, has contract for 37,300 ft. cast iron mains. 10-6

Okla., Oklahoma City—City plans voting on \$1,000,000 bonds for conduit. See Financial News—Bond Issues Proposed.

Okla., Tallhna—City, reported, plans water works improvements. Address The Mayor.

Okla., Tipton—City may vote on water bonds. See Financial News—Bond Issues Proposed.

Okla., Watonga—E. E. Blake, Ralph James, County Engr., and others, reported, interested in construction of \$500,000 reservoir.

S. C., Gaffney—Irene Mills, reported, let contract for water works and sewerage to be installed in 26 houses.

Tenn., Chattanooga—Carson & Johnson, reported, has contract for drilling well on Silderdale property.

Tenn., Chattanooga—City Water Co., A. F. Porzelius, Supt., advises that issuance of 10,000 shares of 6% cumulative first preferred stock is to take up the \$838,000 worth of 7% cumulative first preferred stock and provide \$162,000 additional stock to cover improvements which have already been made in connection with laying of fire service mains in this territory.

Tenn., Gainesboro—City let contract to W. L. Hartley & Co., Nashville, at \$9709 for water works system; 4400 ft. of 6-in. main, storage reservoir of 100,000 gal. capacity; install 4 deep wells, etc.; Klyce & Harrub, Engrs., 4th and 1st Bldg., Nashville. See Want Section—Machinery and Supplies.

Tenn., Knoxville—Columbian Iron Works, 2501 Chestnut St., Chattanooga, reported, has contract for 500 fire hydrants.

Tenn., Nashville—Dupontonia Water Co., capital \$100,000, incorporated; H. Dobbs, E. M. Elliott, A. T. Levine, Emmahurst-Compton Road.

Tenn., Nashville—Old Hickory Water Co., capital \$50,000, incorporated; C. M. Hovey, J. H. Primm, Nolensville; furnish water to Old Hickory.

Tenn., Whiteville—City, reported, voted \$20,000 bonds. Address The Mayor.

Tex., Celina—City will expend \$10,000 bonds for water works improvements and extensions; J. F. McKnight, Supt. of Water.

Tex., Center—City let contract to Pittsburgh-Des Moines Steel Co., East Pittsburgh, for 100,000 gal. capacity water tower. 9-22

Tex., Fort Worth—Tarrant County Water Improvement District No. 1 voted \$6,500,000 bonds for water conservation; will construct 2 lakes, one near Eagle Mountain in Tarrant County, the other northwest of Bridgeport. 9-8

Tex., Houston—See Roads, Streets, Paving.

Tex., Jasper—City voted water works and sewer bonds. See Financial News—Bond Issues Proposed. 9-29

## Woodworking Plants

Fla., Midway—Midway Hardware Co. increased capital stock from 1,000 shares, par value \$100 each, to 1500 shares, par value \$100 each.

Ga., Athens—Ideal Furniture Co., capital \$30,000, organized by V. J. Moss, plans erecting plant on Barber St. to manufacture kitchen cabinets, etc.; daily output 40; has permit for erection first unit.

N. C., Charlotte—Sash, Doors, etc.—J. P. Creighton, E. Court St., Greenville, S. C., reported, plans establishing \$100,000 woodworking plant.

Tex., Houston—Houston Mill and Manufacturing Co., T. D. Thacker, Pres., reported, expending \$40,000 on erection mill and woodworking plant, acquired 150x205-ft. site Jefferson and Dowling St., first unit 30x40-ft., brick, cast stone, plate glass and frame construction; manufacture all kinds mill work.

Tex., Mt. Pleasant—Geo. C. Ehemann Co., Bank of Commerce Bldg., Memphis, Tenn., establishing hardwood mill, begin operation by Dec. 1.

## FIRE DAMAGE

Ala., Gorda—J. T. Noland's cotton warehouse; loss \$40,000.

Ark., De Queen—Freight and passenger station of De Queen and Eastern Railroad.

Ark., El Dorado—Portion of Lion Oil Refining Co.'s plant; loss \$100,000.

Ark., Jonesboro—Store of Graham Brothers, with post office in connection.

Ark., Pine Bluff—Union Rural School building; address Jefferson County Board of Education; loss \$9000.

Ark., Texarkana—Exchange Service Station; loss \$13,500; owned by C. W. Dawley.

Ga., Atlanta—Warehouse occupied by T. H. Brooke Co., 212 Marietta St., owned by King Hardware Co.

Ga., Uvalda—Missionary Baptist Church. Address The Pastor.

Ga., Winder—Barrow Hotel building, owned by J. J. Wilkins, Athens; loss \$15,000.

Ky., Owensboro—Ellis Massie's cottage, Indian Lake.

Miss., Frenchmans Bayou—J. M. Speck & Co.'s cotton gin; loss \$15,000.

Miss., Mesa—S. A. Simmons' gin; loss \$15,000.

Mo., Green City—W. M. Watt's residence near Green City; loss \$12,000.

N. C., Greensboro—Federal Bldg.; loss \$10,000. Address Postmaster R. C. Chandley or Federal Judge Johnson J. Hayes.

N. C., Kelford—Kelford Hotel, owned by J. E. Bowers; loss \$10,000.

N. C., Morrisville—Merritt Building, owned by Dr. A. E. Riggsbee, 212 Englewood Ave., Durham; Sears building, owned by C. F. Maynard.

N. C., Winston-Salem—Gilmer's, Inc., N. Liberty St., department store; loss \$250,000.

Okla., Enid—Enid Baseball Park grandstand, owned by Clyde Pulse.

S. C., Anderson—H. C. Townsend's cotton mill.

Tenn., Covington—Dr. B. V. Dickson's residence; loss \$6000.

Tenn., Memphis—M. McFain's residence, Lamar Blvd. and Kimball Ave.; loss \$8600.

Tex., Bowie—First Methodist Church, Rev. Clark H. Russell, Pastor; loss \$45,000.

Tex., Bronson—W. W. Meadow building, L. H. Russell building, Meadow & Low building; loss \$20,000.

Tex., San Saba—Ponton & Vogel's gin; loss \$20,000.

Tex., Texarkana—T. W. Carmichael's service station on Texas Ave.; loss \$6000; building owned by C. W. Dawley.

Va., Front Royal—Udike Building, occupied by Farmers Union; ball on upper floor.

Va., Herndon—Building occupied by A. & P. Store and Virginia Public Service Corp.'s station.

Va., Roanoke—Building occupied by Phillip Levy Co., 118 W. Salem St.; loss \$125,000.

W. Va., New Cumberland—Residence of C. D. Tease, Prop., Mineral Springs Park, 4 miles from New Cumberland; loss \$20,000.

## BUILDING NEWS

### BUILDINGS PROPOSED

#### Association and Fraternal

La., Bastrop—Scott L. Hood Post, American Legion, plans lodge building, E. Madison St.

Okla., Ponca City—State Executive Comm., American Legion, plans first unit of orphans' home.

S. C., Charleston—Salvation Army, Alfred Housden, Adj., plans building, King St.

Tenn., Knoxville—Lodge No. 160, B. P. O. E., has preliminary plans completed for \$275,000 fireproof building, Gay St.; Baumann & Baumann, Archts., 813½ Market St., advise will be late Spring before project is ready for bids; 5 stories and basement, 104x106 ft., hardwood and tile floors, concrete foundation, composition roof; furnishings, equipment, etc., \$25,000. 7-21

Tex., San Antonio—Salvation Army, Col. Ed. White, have plans about ready for bids on Spanish type building, Presa and College

Sts.; rein. concrete, hollow tile and stucco, 7 stories, cost \$175,000; Atlee B. & Robt. M. Ayres, Archts., Bedell Bldg. 7-14

#### Bank and Office

Ga., La Fayette—La Fayette Cotton Mills consider erecting office building and additional cottages; Robert & Co., Inc., Archts.-Engrs., Atlanta.

Md., Baltimore—Following contractors estimating on additional stories to United States Fidelity and Guaranty Co. building, cost \$800,000, bids to be opened Oct. 26: Cogswell-Koether Co., 406 Park Ave.; M. A. Long Co., 10 W. Chase St.; Frairie Bros. and Haigley, 19 W. Franklin St.; Consolidated Engineering Co., 20 E. Franklin St.; B. F. Bennett Building Co., 123 S. Howard St.; John Hiltz & Sons Co., 343 St. Paul St.; North-Eastern Construction Co., Lexington Bldg.; Chas. L. Stockhausen Co., Marine Bank Bldg.; Morrow Bros., Fidelity Bldg.; Henry Smith & Sons

Co., 115 S. Hanover St.; Geo. A. Fuller Co., Calvert and Lexington Sts., all Baltimore; F. V. Warren Co., 1913 Arch St.; Cramp & Co., Denckla Bldg.; Irwin & Leighton, Bensalem Park and Hofnagle Sts.; Turner Construction Co., Huntingdon and Thompson Sts., all Philadelphia, Pa.; Hegeman-Harris Co., Inc., 360 Madison Ave.; White Construction Co., Inc., 95 Madison Ave., both New York; Wyatt & Nolting, Archts., Keyser Bldg.; Herman F. Doeleman, Struct. Engr., 516 N. Charles St.; Henry Adams, Mech. Engr., Calvert Bldg.

Mo., Springfield — Springfield Life Insurance Co., Woodruff Bldg., purchased 4-story Stewart-Cowan Bldg., Walnut St. and Roberson Ave.; convert for offices.

Tenn., Memphis — Memphis Theater and Realty Co.; theater and office building for Orpheum circuit; C. W. and Geo. L. Rapp, Archts., 100 N. State St., Chicago, Ill. See Buildings Proposed—Theaters.

Tenn., Memphis—Automobile Rotary Lift Co., Dermon Bldg., plans frame office building, Kansas City; 1 story, wood floors, composition shingle roof.

Tex., Coleman—Coleman Chamber of Commerce, Slim O'Neal, Sec., probably select architect in about 10 days, after final report of finance committee, for 5-story fireproof office building; 60x100 ft. 10-6

Tex., Dilley—Dilley State Bank, J. M. Crutchfield, Pres., erect \$25,000 brick and rein. concrete bank and store building; 1 story, 50x120 ft.; Phelps & DeWees, Archts., Gunter Bldg., San Antonio.

W. Va., Clarksburg—Hope Natural Gas Co., Empire Natl. Bank Bldg., advise contract not yet let for office building and garage, 451 W. Main St. 9-1

### Churches

Ark., Earle—Methodist Church plans \$25,000 building. Address The Pastor.

Ark., Harrison—Baptist Church erect \$35,000 brick building; 3 stories, main auditorium on second floor; 42 classrooms, accommodate 600. Address The Pastor.

Ark.-Tex., Texarkana — Central Christian Church remodel building; cost \$50,000. Address The Pastor.

Fla., Jacksonville—Church of Good Shepherd having plans completed for \$250,000 main auditorium as final unit of \$550,000 structure, Stockton and Park Sts.; Corbuser, Lenski & Foster, Archts., B. F. Keith Bldg., Cleveland, Ohio; Mellen C. Greeley, Asso. Archt., 32 W. Forsyth St., Jacksonville. 2-24

Fla., Jacksonville—Springfield Presbyterian Church probably let contract in several weeks for 3-story building; cost \$60,000; Mellen C. Greeley, Archt., 32 W. Forsyth St.

Ga., Brunswick — Calvary Baptist Church erect building, Oglethorpe and Dartmouth Sts. Address The Pastor.

La., New Orleans—St. Dominic R. C. Church receives bids Nov. 2 for alterations and additions to church, school and rectory, Harrison Ave. and Catina St.; Barrett composition roof, face brick, cast stone trim, gas steam heat, wood floors, sprinklers; Wogan & Bernard, Archts., Title-Guarantee Bldg.; following contractors estimating: O. M. Gwin Construction Co., Union Indemnity Bldg.; Denegre & Woodward, Inc., Louisiana Bldg.; Dudley & Wike Construction Co., Stern Bldg.; Lionel F. Favret, Louisiana Bldg.; G. E. & E. F. Reimann, Maritime Bldg.; Geary-Oakes Co., O & C Bldg.; Geo. J. Glover Co., Whitney Bank Bldg.

Miss., Carson — Methodist Church, care Rev. A. C. Davis, Pastor, Methodist Church, Prentiss, plans brick building.

Miss., Learned—Presbyterian Church, Rev. D. P. Pressly, Pastor, erect manse.

Miss., McComb—Mars Hill Baptist Church, 12 miles West of McComb, Rev. E. Gardner, Pastor, enlarge auditorium and add 8 Sunday school rooms.

Mo., Kansas City — St. Augustine P. E. Church, Colored, 1025 Troost Ave., Rev. Montraville E. Spatches, Rector, erect building, 23d and Grove Sts.

S. C., Spartanburg — Saxon Methodist Church, W. E. Suttle, member, plans building.

Tenn., Knoxville—Emerald Avenue M. E. Church, South, T. P. Brooks, Chmn., Bldg. Comm., plans \$50,000 building, Emerald Ave. and Central St.; auditorium seat 750, Sunday school 500.

Tenn., Memphis—Baron Hirsch Congregation, Elijah Stampfer, Rabbi, erect \$150,000 school and cultural center adjoining synagogue; 3 stories; classrooms, gymnasium, swimming pool, auditorium, dance floor; razing dwelling on site.

Tenn., Memphis—Presbyterian Church erect brick and steel church and Sunday school

addition, Prescott Ave.; 2 stories and basement, about 112x38 ft., concrete and wood floors, composition roof; Geo. Mahan, Jr., Archt., 700 Amer. Bank Bldg.; bids in.

Tenn., Stanton—Methodist Church, Rev. T. C. McKelvey, Pastor, erect \$12,000 building; face brick veneer, 1 story and basement, 71x46 ft., pine floors, asbestos roof, hot air heat; Luther Parham, Archt., 586 N. Hays Ave., Jackson; bids in.

Tex., Dallas—Central Congregational Church plans building. Address The Pastor.

Tex., Dallas—Highland Park Presbyterian Church receives bids Nov. 1 for \$100,000 Sunday School unit; University Blvd., near Preston Rd.; perpendicular Gothic, 2 stories, accommodate 1000, brick and stone, slate roof, fireproof; Mark Lemmon, Archt., Construction Industries Bldg. 7-7

Tex., Dallas—Lakewood Methodist Church plans building. Address The Pastor.

Tex., Dallas—Sunset Presbyterian Church plans building. Address The Pastor.

Tex., Eastland—M. E. Church, South, Rev. Frank E. Singleton, Pastor, will resume work on \$80,000 brick building; ground floor completed; furnishings, equipment, etc., \$20,000; Wm. C. Meador, Archt., Dan Waggoner Bldg., Fort Worth. 9-29

Tex., Raymondville—First M. E. Church, Rev. Leslie A. Boone, Pastor, erect \$40,000 Sunday school; brick and tile, 3 stories, accommodate 600; Ralph H. Cameron, Archt., City Natl. Bank Bldg., San Antonio.

Tex., Tenaha—First Methodist Church soon start work on brick veneer building; auditorium and basement. Address The Pastor.

Tex., Trinity—Methodist Episcopal Church erect \$30,000 brick building; break ground Oct. 19. Address The Pastor.

Tex., Turkey—Baptist Church, Rev. Will R. Nelson, Pastor, erect building.

Va., Roanoke—First Baptist Church, C. S. Churchill, Chmn. Bldg. Comm., plans building opposite present structure; cost, including site, \$350,000; probably select architect within few weeks. 9-29

### City and County

Ala., Birmingham—Birmingham Post No. 1, American Legion, erect memorial entrance to \$250,000 municipal stadium under construction by Foster & Creighton Co., Seventh Ave. N.; limestone, granite and brick; D. O. Whildin, Archt., 515 Twenty-first St. 7-28

Ark., Little Rock—City, C. E. Moyer, Mayor, considers \$100,000 rein. concrete stadium, Kavanaugh Field.

Ga., Atlanta—City, I. N. Ragsdale, Mayor, selected G. Lloyd Preacher & Co., Wynne-Claughton Bldg., as architects for \$1,000,000 city hall, Washington and Mitchell Sts.

Ky., Ashland—City, Chas. F. Weaver, Mayor, plans for station, Pollard district.

La., Arcadia—City, Bertram F. Barnett, Mayor, has low bid at \$19,521 from W. C. Salley, Monroe, for city hall; J. W. Smith & Associates, Archts., Ouachita Bank Bldg., Monroe.

La., Columbia—Caldwell Parish Police Jury receives bids Nov. 7 for repairs to courthouse and jail; cost \$10,000; plans and specifications from Secretary.

La., Shreveport—Caddo Parish Police Jury has low bid at \$35,207 from J. M. Johnson & Co., 508 N. Akard St., Dallas, Tex., for wiring, fixtures and fans for \$1,000,000 courthouse under construction by Glassell-Wilson Co., Inc., Sinclair Bldg.; Edw. F. Neild, Archt., City Bank Bldg. 9-22

La., Shreveport—City, L. E. Thomas, Mayor, selected Princess Park as site for municipal auditorium for which bonds are available; Jones, Roessle, Olschner & Wiener, Archts., Ardis Bldg., and Seymour Van Os, Asso. Archt., Merchants Bldg., to proceed with plans for structure to cost about \$450,000; 1 story, seat 2500. 6-23

Miss., Gulfport—Harrison County Board of Supervisors at Nov. meeting will authorize advertisements for bids to remodel and enlarge courthouse and jail; brick; Harkness & Lockyer, Archts. 1-20

Miss., Jackson—City voted \$210,000 bonds, including amount for improvements to municipal auditorium. 3-17

Miss., McComb—Board of Mayor and Selectmen, C. E. McMaster, member, erect fire station; Howard Ryan, Archt., Summit.

N. C., Charlotte—Board of City Commissioners, Edgar Read, City Clk., receives bids Oct. 20 at City Hall for Fire Station No. 3; separate bids on general work, plumbing and heating; drawings and specifications on file at office Chas. C. Hook, Archt., Johnston Bldg., and office City Commrs.

N. C., Forest City—Board of Aldermen erect

\$20,000 to \$25,000 city hall, N. Powell St.; brick, 2 stories; also plan to purchase fire truck.

Okla., Oklahoma City — Oklahoma County Board of Commrs., Ed. L. Sheldon, Chmn., erect \$25,000 old men's home at county poor farm; equipment \$5000.

Okla., Wewoka—City Commission may issue fire station bonds.

S. C., Greenville—City, J. A. McPherson, Chmn., City Park and Tree Commission, may erect stadium.

Tenn., Memphis — Shelby County Institutions Commission hold meeting within about 10 days to select architect for \$200,000 workhouse near Mullins Station. 7-14

Tenn., Memphis—Park Board remodel and redecorate museum, Chickasaw Gardens; Hubert T. McGee, Archt., 801 Fidelity Bank Bldg.

Tex., Beaumont — Jefferson County Board of Commrs., B. B. Johnson, County Judge, probably vote within 6 weeks or 2 months on \$1,000,000 courthouse bonds. 8-4

Tex., Clarendon—City Council remodel city hall; fire station, etc.

Tex., Galveston—Galveston County Board of Commrs. plan county auditorium, Galveston County; probably frame.

Tex., Greenville—Hunt County voted \$400,000 bonds for courthouse and jail. Address County Commrs.

Tex., Hereford—City, E. S. Ireland, Mayor, voted \$25,000 city hall and fire station bonds. 9-29

Tex., Liberty—Liberty County, C. R. Wilson, Judge, has low bid at \$205,600 from F. A. Mote, Construction Industries Bldg., Dallas, for courthouse; C. G. Curtis, Archt., 1603 Post Dispatch Bldg., Houston; A. E. Thomas, Asso. Archt., 330 Wilson Bldg., Dallas. 9-22

Tex., Lufkin—City Commission erect fire station near courthouse square.

Tex., Texas City—City votes Oct. 29 on \$100,000 city hall and auditorium bonds; structure Mission type, stucco, 1 and 2 stories, auditorium seat 1000, soundproof jail on ground floor, library, offices, etc.; Page Bros., Archts., Austin Natl. Bank Building, Austin. 10-13

W. Va., Moorefield—Town voted \$13,500 bonds to rebuild burned Inskeep Hall. Address Town Commission. 10-6

### Dwellings

Ala., Bessemer—C. R. Kutchins, 1630 Third Ave., erect brick veneer residence; 2 stories and basement, 88x33 ft., stucco trim, slate roof, tile and oak floors; Denham, Van Keuren & Denham, Archts., Comer Bldg., Birmingham.

Ala., Birmingham—Geo. W. Weaver, 731 Cotton Ave., erect brick residence; 2 stories; Turner & McPherson, Archts., Martin Bldg.

Ala., Birmingham—Cloverdale Land Co., care Chas. E. Rier, Jackson Bldg., erect number \$6500 dwellings in Homewood connection with development.

Ala., Birmingham—L. E. Ford, 2117½ First Ave., erect brick veneer residence; 2 stories and basement, 31x43 ft., oak floors, composition roof, steam heat; Brooke B. Burnham, Archt., 1921 Comer Bldg.; day labor.

Ala., Birmingham—John M. Wendt erect 3 brick veneer dwellings, W. Eighth Terrace near Sixth St.; 1 story, 40x35 ft., composition roofs, cost \$5500 each; Hester Bros., Contrs.

Ala., Birmingham—Geo. W. Weaver, 731 Cotton Ave., erect brick residence; 2 stories; Turner & McPherson, Archts., Martin Bldg.

Ala., Birmingham—J. E. Sims, 1231 S. 11th Ave., erect frame residence, Mountain Brook Estates; 2 stories, 32x48 ft.; J. E. Salie, Archt., 2109 N. Fifth Ave.; bids in.

Ark., Camden—H. S. Lazarus may erect residence near Camden.

Ark., Camden—John W. Newton probably erect number dwellings, South Camden.

D. C., Washington—Walter A. Dunigan has \$36,000 permit for 6 dwellings, 3723-33 Veazey St. N. W.; 2 stories, brick.

D. C., Washington—Chas. A. Lohr, 3613 Brothers Place, has permit for 2 frame dwellings, 3419 Brothers Rd. S. E. and 3014 Eighth St.; 1 story; total cost about \$10,000.

D. C., Washington—Peter A. Mertz, 2914 Vista St. N. E., has \$10,000 permit for residence, 2914 Vista St. N. E.; 2 stories, frame.

D. C., Washington—Wm. D. Sterrett, 35th and Rodman Sts. N. W., has \$20,000 permit for 2 brick and tile dwellings, 3701-03 Reno Rd. N. W.; 2 stories.

Fla., Jacksonville—W. C. Yankee, 314



Marion Ave., South Jacksonville, erect 10 duplexes; 2 stories; total cost \$60,000.

Fla., Miami Beach—Wm. F. Brown, Archt., 516 Collins Ave., drawn plans for 20 dwellings to be financed by northern concern; cost \$3500 to \$5000 each.

Fla., Pensacola—A. James, 219 W. De Sota St., erect \$14,000 residence, Lee and A Sts.

Fla., Sarasota—Wm. M. Byrd, Jr., Vice-Pres., Alabama Pipe Co., 122 S. Michigan Blvd., Chicago, Ill., erect \$50,000 to \$75,000 residence, Indian Beach.

Fla., West Palm Beach—Frank D. Craig has \$27,000 permit for residence, El Bravo Way.

Fla., West Palm Beach—Stanley Warwick, Beaux Arts Grounds, has \$40,000 permit for \$40,000 residence, Jungle Rd.

Ga., Atlanta—King Bailey, Healey Bldg., erect 2 brick veneer dwellings, 788 and 821 Yorkshire Rd. N. E.; 1 story; total cost \$12,000.

Ga., Atlanta—J. A. Haley erect 2 brick veneer dwellings, 1256-68 Morningside Drive; 1 story; total cost \$12,500.

Ga., Atlanta—John D. Muldrew, 52 Carter Ave., erect 6 brick veneer dwellings, 188-92, 200-04-08 Norwood Ave. N. E.; 1 story; total cost \$18,000.

Ga., Augusta—Mrs. Alice Wilson Grady erect frame residence, 1046 Katherine St.; cost about \$10,000; 2 stories, 7 rooms, composition roof.

Ga., Edison—Baptist Church, H. E. Hammack, member Bldg. Comm., erect parsonage.

Ga., La Fayette—La Fayette Cotton Mills; additional cottages. See Buildings Proposed—Bank and Office.

Ky., Owensboro—Weir & Vanover erect 3 brick veneer dwellings, St. Ann St. near Fifth St., 1 on Cedar St. near 14th and 1 on 15th St., Waveland; total cost about \$29,000.

La., New Orleans—Frank Wimberly, 7814 Colapissa St., plan number cottages, Baccich and Lafaye Sts.; gen. bids about 6 months.

La., New Orleans—Nick Biri, 402 S. Jefferson Davis Pkwy., receiving bids for frame and stucco double residence, Banks St. near Jefferson Davis Pkwy.

La., Shreveport—Ben Dennis, 332 Prospect St., erect residence, Kingshighway near Highland Ave.

Md., Baltimore—Roland Park Company, 18 E. Lexington, erect \$19,000 dwelling and garage, Calvert and Chauncey Sts.; 2 stories, stone.

Md., Baltimore—Columbia Building Co., 3609 Harford Road, erect 5 brick bungalows, 2200 block Pelham Ave.; total cost \$25,000.

Md., Baltimore—Frank Marine, 2 E. Lexington St., erect 8 brick dwellings, North side Birger Avenue east of Belair Road; 2 stories; total cost \$24,000.

Md., Baltimore—J. Holzbaur, Jr., care Halsey, Stuart & Co., Inc., Keyser Bldg., erect residence, Upnor Rd., Homeland; advises will not build until spring.

Md., Baltimore—Milburn Realty Co., 1320 N. Charles St., erect number cottages, 22-acre tract fronting on South side Glen Ave. West of Park Heights Ave.; frame, 7 rooms and bath; ultimate plans call for 100 dwellings.

Md., Baltimore—Geo. Schnader Realty Co., Knox Bldg., erect 10 frame dwellings, Hall Ave.; 2 stories; total cost \$30,000.

Miss., Hazlehurst—Methodist Episcopal Church, J. S. Wise, Chmn., Bldg. Comm., erect brick parsonage; 1 story, 40x40 ft.; J. M. Spain, Archt., Millisaps Bldg., Jackson.

Miss., Meridian—P. J. Krouse, Archt., M. & W. Bldg., completing plans for \$20,000 residence, Poplar Springs near Meridian; brick, tile, limestone trim, 2 stories, 54x65 ft.

Mo., Clayton—M. M. Delugach erect 3 brick dwellings, 169-70-75-76 Berry Rd.; 28x48 ft. and 36x38 ft.

Mo., Kansas City—J. P. Whitaker, 4019 Bellevue St., care Whitaker Battery Supply Co., erect English type residence, 1025 W. 62d St., Hampstead Gardens.

Mo., Kansas City—Delos W. Smith, 74th and James A. Reed Rd., care Weatherproof Products Co., erect residence, Park Rd., Eastwood Hills, in 1928.

Mo., St. Louis—Geo. M. Shores, 4251 Lindell Blvd., rebuild residence damaged by tornado.

Mo., St. Louis—Mrs. Lulu Wormer, 4245 Lindell Blvd., rebuild residence damaged by tornado.

Mo., University City, St. Louis—Harry E. Kemp erect \$14,000 brick residence, University Park; 2 stories and basement, 44x31

ft.; Arthur T. Grindon, Archt., 1198 Arcade Bldg.; bids in.

Mo., St. Louis—Geo. B. Willmering, Archt., 4115 W. Florissant St., about completed plans for \$10,000 dwelling, Alta Dena, University Hills, and for \$12,000 dwelling, Stanford St. near Midland Ave.; brick, stucco, stone, 2 stories and basement, 38x33 ft. and 33x34 ft., tile roofs, oak floors, tile baths, hot water heat.

N. C., Asheville—W. T. Moffitt, Sulphur Springs Rd., erect \$10,000 residence and garage, Sulphur Springs Rd.; 6 rooms.

N. C., Asheville—F. B. Ingle, Electrical Bldg., erect two \$5000 dwellings, Clinton Ave., West Asheville; brick veneer and frame.

Okla., Oklahoma City—V. E. McInnis, Colcord Bldg., erect brick veneer residence; 2 stories and basement; Harry Reynolds, Archt., Mercantile Bldg.

Okla., Tulsa—Robt. E. Adams, 2124 S. Norfolk, erect 4 brick dwellings, 1301-10-12-16 S. Gary Ave.; cost \$5000 each.

Okla., Tulsa—Tune Realty Co., Clinton Bldg., erect 4 dwellings, 3132-36 E. Third and 3224-28 E. Fourth Sts.; total cost \$13,000.

S. C., Greenville—W. D. Parrish, 318 Crescent Ave., erect residence, Alta Vista.

Tenn., Chattanooga—Fairlyland Co., Garnet Carter, Pres., erect 10 native stone and stucco cottages, Fairlyland; furnaces, electric stoves; probably cost \$10,000 each.

Tenn., Elizabethton—J. E. Stack erect 10 dwellings connection with development of Castle Court; cost \$7000 to \$20,000 each.

Tenn., Memphis—Fay Carpenter plans residence, Highland Ave. and Windsor Rd., Paul Dillard-Windover subdivision.

Tenn., Memphis—J. S. Cooper, 275 N. Watkins St., erect brick veneer residence, Hein Park; 2 stories and basement, 72x49 ft., oak floors, composition shingle roof, 3 tile baths, hot water heat, garage and servants' quarters; Estes W. Mann, Archt., 203 Cotton Exchange Bldg.; bids in.

Tenn., Memphis—Henry Hotter, 517 St. Paul St., erect brick residence, Snowden Ave., near University Place; stone trim, 2 stories and basement, oak floors, tile bath, composition shingle roof, steam heat; J. Frazer Smith & H. M. Burnham, Archts., Goodwyn Inst. Bldg.; bids in.

Tenn., Memphis—Dr. Carl Sanders, 20 S. Dunlap St., plans brick and half timber residence, Bellair Woods; 2 stories and basement, oak floors, tile roof and baths, steam heat, garage and servants' quarters; Sieg & McDaniel, Archts., First Natl. Bank Bldg.

Tenn., Memphis—W. H. Brannan, Byrd Bldg., considers 4 brick veneer dwellings, Red Acres; 1 and 2 stories and basement, oak floors, composition and tile roofs, tile baths, steam heat; total cost \$50,000.

Tex., Amarillo—B. B. Breeding erect brick bungalow, Tenth and Louisiana Sts.

Tex., Brownsville—Capt. C. R. Tyrrell erect brick residence; 2 stories, tile roof, concrete foundation; Wm. D. Van Sicken, Archt., Maltby Bldg.

Tex., Del Rio—Dutch Warlow erect \$14,000 residence; hollow tile and stucco, 1 story, 9 rooms, 2 baths, concrete foundation; Beverly W. Spillman, Archt., Alamo Bank Bldg., San Antonio.

Tex., Fort Worth—Arthur Lowery erect 4 brick veneer dwellings, 3700 block Birchman St.; cost \$4500 each.

Tex., Houston—Johnston & Gustavson erect \$10,000 brick veneer dwelling and garage, 2709 Blodgett St.; 2 stories.

Tex., Houston—Frank K. Meyer, Sec.-Treas., Jos. F. Meyer Co., 802-12 Franklin St., and Meyer Corp. erect residence, Bellaire Blvd.; 2 stories, brick veneer; Alfred C. Finn, Archt., Bankers Mortgage Bldg.; bids in.

Tex., Houston—J. W. Foust, 2829 Worthing, erect \$12,000 duplex and garage, 2110 Cleburne St.; 2 stories, brick veneer.

Tex., Houston—Lee Barnes erect \$12,000 duplex and garage, 1708 Kipling St.; 2 stories, 10 rooms.

Tex., Houston—E. D. Joost erect \$11,000 residence and garage, 1901 Wroxton St.; 6 rooms and bath, brick veneer.

Tex., Houston—F. H. Clark erect brick duplex and garage, 2022 Woodhead St., Hyde Park Main Addition; 10 rooms; cost about \$10,000.

Tex., Houston—Russell Brown Co., 3104 Main St., erect \$11,000 brick veneer dwelling, 1901 Wroxton St.; 6 rooms.

Tex., Houston—E. H. Clark erect brick veneer residence, 2022 Woodhead St.; 2 stories, cost about \$10,000.

Tex., Houston—J. W. Foust, 2829 Worthing

St., erect \$12,000 residence, 2110 Cleburne St.; 2 stories, brick veneer.

Tex., Houston—R. C. Logan convert frame residence into brick veneer, 2709 Blodgett St.; cost \$10,000.

Tex., Houston—J. D. Pace erect 12 frame dwellings, W. Railroad St.; 3 rooms; total cost about \$10,000.

Tex., Kerrville—W. A. Fawcett has low bid at \$18,571 from A. P. Rheiner & Co. for residence; wiring bid, Graham & Collins, \$598; both San Antonio; heating and plumbing, W. W. Brown, Kerrville, \$3065; Morris & Noonan, Archts.-Engrs., Bldrs. Exchange, San Antonio. 10-13

Tex., San Antonio—H. C. Thorman, Travis Bldg., erect model dwelling, Park Hill Estates; Spanish type, 2 stories, U-shape, 10 rooms, concrete foundation, hollow tile and stucco; Atlee B. & Robt. M. Ayres, Archts., Bedell Bldg.; plans ready about Oct. 24.

Tex., San Antonio—Mrs. A. Bozarth erect Spanish type residence, Shook Ave. and Park Hill Drive; frame and stucco, 2 stories, tile roof and entrance, orna. iron; Glenn C. Wilson and R. H. H. Hugman, Archts., Texas Bank Bldg.

Tex., Wichita Falls—J. L. McMahon, 1805 10th St., erect \$35,000 residence, 2020 Avondale St., Country Club Estates.

### Government and State

Miss., Jackson—Hinds County Board of Supervisors having preliminary plans drawn by Frank P. Gates, Archt., 501 Edwards Bldg., for \$90,000 armory for National Guard; fireproof, rein. concrete, 2 stories and basement. 3-17

Miss., Vicksburg—Commanding Officer, Quartermaster Dept., Jeffersonville, Ind., receives bids Nov. 10 for new lodge, National Cemetery; plans and specifications, etc., from above.

N. C., Wilson—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., has total low bid at \$171,250 from Charles Weitz's Sons, Des Moines, Iowa, for post office and courthouse. 10-6

Tex., Houston—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., receives bids Nov. 1 at office Roy B. Nichols, Postmaster, Houston, for roof on Federal building.

Okla., Oklahoma City—State Board of Public Affairs, G. C. Wollard, Chmn., probably call for new bids on south wing section only of Governor's mansion; \$75,000 available; stone and rein. concrete, 2 stories, tile roof, hardwood floors and finish, rein. and orna. iron, steam heat; Layton, Hicks & Forsyth, Archts., Braniff Bldg. 9-22

### Hospitals, Sanitariums, Etc.

Ark., Little Rock—Dr. A. W. Strauss, Exchange Bank Bldg., plans fireproof clinic, Capitol Ave. and Cumberland St.; about 14 rooms.

La., Alexandria—Baptist Hospital probably have plans by Herman J. Duncan, Archt., 120 Murray St., ready within 30 days for bids on Nurses' home; cost \$50,000; brick, 2 stories, accommodate 40 to 50. 12-9-26

Miss., Magee—Mississippi Grand Lodge, Knights of Pythias, H. F. Tatum, Grand Chancellor, over Kendall's Drug Store, Meridian, considers establishing unit at State Tuberculosis Sanatorium.

Mo., St. Louis—Williams Hospital, 4206 Lindell Blvd., remodel building damaged by tornado. Address The Supt.

N. C., Durham—Durham County defeated \$250,000 tuberculosis sanatorium bonds. 7-28

N. C., Wrightsville Sound—Baby Hospital, Inc., Thos. H. Wright, Pres., having plans drawn by C. C. Hartmann, Jefferson Bldg., Greensboro, for hospital to replace burned structure; cost \$90,000. 6-16

Tex., Perryton—Dr. J. C. May erect \$25,000 hospital; 10 rooms, 2 wards.

### Hotel and Apartments

Fla., Jacksonville—Morris Cherleter erect \$12,000, 2-story, brick veneer flats, 2249-51 Post St.

Fla., Jacksonville—J. E. Preston has permit for \$10,000, 1-story, frame apartments at 222 E. Ninth St. for Roy Acuff.

Fla., South Jacksonville (Ind. Br. of Jacksonville)—W. Westerfield erect \$10,000 apartment house on Phillips St., Palm Park.

Ga., Forsyth—R. T. and G. O. Persons, reported, will remodel school building; convert into hotel.

Ky., Ashland—J. T. Hughes, Lexington, representing J. C. Caruthers, Mgr. of Book Cadillac in Detroit, the Phoenix in Lexington

and others, purchased Ventura Hotel; will remodel.

Ky., Drennon Springs—Paul Stewart, 3013 Station Ave., Cincinnati, Ohio, purchased Drennon Springs, reported, expend \$1,000,000 for improvements including hotel, medicinal baths, etc.

Mo., St. Louis—Roselle Hotel, 4145 Lindell Blvd., plans reconstruction following tornado. Address The Propri.

N. C., Asheville—H. Pumphord, 65 Dunwell Ave., erect \$12,000, 16-room apartment house on Dunwell Ave.

Okla., Tulsa—Robert R. Park, Roberts Bldg., planning to erect \$200,000, 9-story, 96-apartment building at Main and 14th Sts.

Okla., Tulsa—M. R. Travis, Atlas Life Bldg., drafting plans for \$400,000 apartment house at 17th St. and Boulder Ave.

Tex., Brownsville—Roy Seth receiving bids for 2-story, frame and stucco, 8-apartment building; Wm. D. Van Sclen, Archt., Maltby Bldg., San Antonio.

Tex., Brownsville—Lee B. James has preliminary sketches by Page Brothers, Austin and Brownsville, for \$35,000, 2-story, hollow tile and stucco, reinforced concrete frame apartment building.

Tex., Fort Worth—McMullen Co., 81 Throckmorton, has permit for \$75,000, 3-story, brick apartment building at 611-13 W. Fourth St.

Tex., Houston—Mrs. C. L. Fitch, 1906 McKinney Ave., erect 2-story frame apartment house at 1009-11 Hamilton St., cost about \$10,000.

Tex., Houston—C. Mendelvit erect \$15,000, 2-story, brick veneer, 8-apartment house, 1910 Austin St.

Tex., Houston—A. E. Olson & Bros., 1519 Main St., have permit for \$12,500, 2-story, brick veneer, 4-apartment house and garage, 715 W. Gray St.

Tex., San Antonio—Glenn C. Wilson and R. H. H. Hugman, Archts., Texas Bank Bldg., preparing plans for brick, concrete and tile, 8-apartment building for L. W. Benton, Brady Bldg.

Tex., Temple—Dr. A. C. Scott and associates opened bids for erecting 13-story, 105-room, brick, reinforced concrete, steel Kyle Hotel; 3 low bidders held for consideration are: San Antonio Construction Co., Builders Exchange Bldg., San Antonio; L. H. Lacy & Co., 2632 Swiss Ave., Dallas, and J. S. Harrison Construction Co., Liberty Natl. Bank Bldg., Waco; George Louis Walling, Archt., 5th Floor Nalle Bldg., Austin; W. E. Simpson Co., Struc. Engr., Natl. Bank of Commerce Bldg., San Antonio. 9-29

Va., Hopewell—R. W. Solt, 303 Burnside St., receive bids in 4 weeks for apartment house at corner Burnside St. and Allen Ave.

### Miscellaneous

Fla., Daytona Beach—Dr. G. M. Randall, representing group of capitalists, announced plans for construction of city market building on N. Beach St.

Fla., Daytona Beach—E. L. King, owner of Clarendon golf course, considering tentative plans for clubhouse fronting ocean beach.

Fla., Miami Beach—Realty Acceptance Corp. plans improvements and repairs to Deauville Casino. Address Joseph Elsener, Lincoln Road.

Fla., Safety Harbor—R. L. Davis, Tampa, heading syndicate, purchased Espiritu Santo Springs sanitarium property; planning improvements.

Ga., Columbus—J. E. Humes, 1132 Broad St., plans improvements at Oak Mountain Springs; rehabilitate hotel and cottages, erect 2 or 3 more cottages, put in water works, swimming pool, etc.

Ga., Macon—Nathaniel Macon Chapter of Daughters of the American Revolution planning restoration of Fort Hawkins.

La., New Orleans—New Orleans Public Service, Inc., 201 Baronne St., start work at once on 3 waiting stations, Delery St. and Carrollton, Fricoville crossing, and at Metairie Court subdivision; also planning another at Crestmont Park subdivision.

Md., Reisterstown—Morris R. Baker, 14 Berrymans Lane, drawing plans for contemplated building. See Want Section—Building Material and Equipment.

Md., Salisbury—John B. Parsons Home for the Aged plans early construction of \$75,000 West Wing; care for 34 additional women.

Mo., St. Louis—J. Pessegulise, owner of building at 4227 Lindell Blvd., destroyed by tornado, will rebuild.

Mo., Springfield—Lavern A. Miller, Sandwich, Ill., plans to erect \$30,000 clubhouse

in connection with development of Fin and Feather Club grounds on Ellindale Road.

Okla., Oklahoma City—Oklahoma State Athletic Club planning construction of \$750,000, 10-story club building; equipment cost additional \$250,000; M. E. O'Neil, 435 W. 19th St.; A. C. Kreipke and George W. Taylor, 227 W. 15th St., interested.

Tex., Corpus Christi—North Beach Bath House Co. planning \$300,000 recreation and amusement development; include 34-apartment hotel building, each with private garage and bath; dance hall and convention hall, bath house, etc.; reinforced concrete, fireproof; each building to be elevated on concrete pilings 15 ft. above beach level; Bruce Collins, Mgr.; Adams & Adams, Archts., Builders Exchange Bldg., San Antonio.

Va., Norfolk—Woman's Club of Princess Anne County, Mrs. A. E. Ewell, Pres., 524 Fairfax Ave., has plans by George Van Leeuwen, for clubhouse, at Übermeer.

### Railway Stations, Sheds, Etc.

Okla., Tulsa—St. Louis-San Francisco Ry., J. M. Kurn, Pres., St. Louis, Mo., planning early construction of \$3,000,000 union station; railroad to expend \$2,000,000; city will be called upon to vote bond issue for balance of cost; stone, steel and concrete construction; F. G. Jonah, Ch. Engr., St. Louis.

Tex., Floydada—Quannah, Acme and Pacific Railway Co., C. H. Sommer, Pres., St. Louis, Mo., plans to erect \$35,000 station.

### Schools

Ark., Charleston—Sacred Heart Catholic Church plans repairs and improvements to Sacred Heart School, pastor's residence and other improvements.

Ark., Pine Bluff—Jefferson County Board of Education planning to rebuild Union Rural School on Warren Road, recently burned.

D. C., Washington—District Commissioners, Room 509 District Bldg., receives bids Nov. 1 for erecting Gordon Junior High School, containing 1,572,000 cu. ft.; proposal forms at Room 427.

Fla., Homasassa—Citrus County Board of Public Instruction, Inverness, call \$35,000 bond election for new building and teachers' home.

Fla., Stuart—School District No. 1 defeated \$30,000 school bonds. Address Edward Sapp, Supt. Martin County Board of Public Instruction. 10-6

Fla., Venice—Sarasota County Board of Public Instruction, Sarasota, receives bids next month for \$100,000 school building; Walker & Gillette, Archts., 128 E. 37th St., New York.

Ga., Atlanta—G. Lloyd Preacher & Co., Inc., Archts., 1204 Wynne-Claughton Bldg., advise next schools to be constructed on building program are: Joe Brown Junior High, O'Keefe Junior High, Bass Junior High, Rockdale School, Morningside and Carrie Steele School. 10-13

Ga., Forsyth—Monroe County Board of Education call election Nov. 12 on \$50,000 school bonds; H. T. and G. O. Persons offered 18-acre tract and erect \$100,000 school building, provided county furnish \$50,000.

Ky., Frankfort—Board of Trustees Kentucky Industrial College for Negroes approved construction of \$150,000, 3-story, brick, girls' dormitory; will ask General Assembly to appropriate funds.

La., Ida—See La., Shreveport.

La., Opelousas—St. Landry Parish School Board, W. B. Prescott, Supt., soon receives bids for New Grand Prairie High School and Prairie Ronde School; cost about \$5000 and \$10,000; Herman J. Duncan, Archt., Alexandria.

La., Shreveport—Caddo Parish School Board receives bids until Nov. 9 for \$350,000, 3-story, reinforced concrete, steel, brick and stone trim Junior High School on Texas Ave.; also receives bids at same time for \$75,000, 2-story, brick High School at Ida; plans and specifications for both from Edward F. Neild, Archt., City Bank Bldg.

Md., Salisbury—Eastern Shore Normal School, Prof. William J. Holloway, Principal, announced plans and specifications will go out to contractors within 30 days, to be received during Dec., for \$300,000 Administration Building; call for classrooms, auditorium and possibly gymnasium.

Miss., Picayune—Mayor and Board of Aldermen call election Nov. 1 on \$80,000 bonds for building and equipping 2 grammar school buildings.

N. C., Chapel Hill—North Carolina Alpha Delta Chapter of A. T. O. fraternity, Joe W. Ervin, Law Bldg., Charlotte, Sec. and Treas., has plans by James Cosby Byrd, Char-

lotte, for stone, limestone trim, reinforced concrete, terra cotta interior partition chapter house.

N. C., Durham—School Board, Frank M. Martin, Supt., purchased property for West Durham northside school.

N. C., Lenoir—Patterson School raising funds to complete Palmyra dormitory; exterior work complete.

N. C., Lexington—School Board planning \$125,000 bond election for new school; J. H. Cowles, Supt.

N. C., Raleigh—Board of Trustees North Carolina State College plans additional wing to new Engineering Building.

N. C., Wendell—Wake County Board of Education, J. C. Lockhart, Supt., Raleigh, has low bid from Strickland Brothers, Zebulon, at \$12,725 for negro school in Riley Hill district, near Wendell; State Electric Co., low bidder on electric fixtures for schools at Fuquay Springs, Cary, Method, Hollands, Willow Springs, Mt. Vernon-Goodwin, Mt. Auburn and Green Hope, at \$1278. 10-6

N. C., Williamston—Martin County Board of Education, Kinston, will erect \$50,000 to \$100,000 school building.

Okla., Ada—Board of Education call election Oct. 25 on \$190,000 bonds for new High School building.

Okla., Ardmore—Bloomfield Academy has completed plans for \$15,000 building to house employes.

Okla., Stillwater—State Board of Agriculture tentatively approved plans for 2 new buildings at Oklahoma Agricultural and Mechanical College; Industrial Building cost \$110,000, equipment \$40,000, brick, H-shaped, 2 main units 250x60 ft. connected by 74x100 ft. unit; Dairy Building cost \$115,000, equipment \$35,000, 3-story, brick with 1-story extension in rear; Bradford Knapp, Pres.

S. C., Sumter—Board of Education rejected all bids as too high for erection of industrial school for colored; receive new bids this week.

Tenn., Knoxville—Board of Education, L. H. Spillman, Pres., rejected all bids for additions to Bell House and Mountain View schools; Barber & McMurtry, Archts., General Bldg.; open new bids Oct. 18. 10-6

Tenn., Knoxville—University of Tennessee will receive fund for erection of girls' dormitory, provided in will of late Mrs. Martha C. Henson.

Tenn., Wartrace—Bedford County Court voted to erect \$10,000 high school building.

Tex., Alta Loma—Alta Loma and Arcadia school districts planning to merge, erect \$25,000 district high school. Address W. H. Brockman, Supt. Galveston County Board of Education, Galveston.

Tex., Clinton—Clinton School District No. 16 voted \$100,000 bonds for new high school; address Board of Trustees. 9-15

Tex., Corpus Christi—School Board purchased Bluntzer tract as site for Mexican ward school.

Tex., Mission—Mission Independent School District votes Oct. 27 on \$30,000 school bonds. Address Board of Trustees.

Tex., Natchitoches—Natchitoches Parish School Board, E. A. Lee, Supt., receives bids Nov. 8 for two 2-room Rosenwald School buildings, at Kelly colored school near Creston and at Powhatan.

Tex., Panhandle—Panhandle Independent School District votes Oct. 25 on \$175,000 bonds for new high school and repairs to existing buildings; address Board of Trustees. 10-6

Tex., Waco—Baylor University plans to start work by Jan. 1 on \$350,000 memorial dormitory for women; sponsored by Baptist Women's Missionary Union of Texas. 8-18

Va., Roanoke—School Board purchased 5-acre tract in Northwest section as school site.

W. Va., West Liberty—State Board of Control, James S. Lakin, Pres., Charleston, has low bid from Landis Construction Co., 156½ Summers St., Charleston, at \$86,400, for first unit of Administration Building at West Liberty State Normal School; Bartley O'Neill Co., Pittsburgh, Pa., low on heating and plumbing at \$26,990; United Electric Co., 1506 Market St., Wheeling, low on electric work at \$3750.

### Stores

Ark., Blytheville—B. H. Levy purchased 4 concrete buildings at Walnut and Second Sts.; will raze and use materials for new construction work.

Ark., Pine Bluff—John A. Simpson, 1700 W. Pullen St., purchased property on State St.; plans erection of 2 brick buildings and remodeling present buildings.



D. C., Washington—F. D. Veale, 1219 Wisconsin Ave. N. W., has permit for \$40,000, 2-story, brick store and bowling alleys, 1226 Wisconsin Ave. N. W.

Fla., Jacksonville—Gus Muller, Pres. of Hotel McAllister, Miami, plans construction of group of brick buildings at Myrtle Ave. and Enterprise St.

Ga., Atlanta—Massell Realty Co., 43½ Peachtree St., purchased property at 344 Fair St. S. W., plans to erect commercial building.

Ga., Atlanta—Byron Sanders erect \$12,000, 1-story, tile and steel store building, 108-12 Ponce de Leon Ave.

Ga., Savannah—Mr. and Mrs. Mills B. Lane, 26 Gaston St., receiving bids, after plans by Levy & Clarke, Blum Bldg., for building at N. E. cor. Gaston and Drayton Sts.

Md., Baltimore—Hirshberg Art Co., 418 N. Howard St., leased 3-story building at 214 W. Franklin St.; plans to alter and erect rear building; \$10,000; address Hochschild Kohn & Co., owners, Howard and Lexington Sts.

N. C., Asheville—Eckerd Drug Store, 50 Patton Ave., has permit for new front for building at 31 Patton Ave., \$10,000.

Tenn., Chattanooga—Joe S. Mitchell, 2418 Oak St., has permit for \$13,000, 2-story, brick building, Glenwood between E. Third and Cleveland Sts.

Tenn., Kingsport—R. L. Lynch replace present furniture store on Cherokee St. with 25x100 ft. building.

Tex., Beeville—Mrs. W. O. McCurdy erect store building to be occupied by J. C. Penney Co.

Tex., Donna—H. B. Scott contemplates erecting 2-story store and office building.

Tex., Fort Worth—James Welch, Sr., 1308 N. Lake St., has permit for \$12,500, brick store addition at 607 Throckmorton St.

Tex., Harlingen—Chris Damants and Joe Hauff erect \$12,000, 35x78-ft. brick building.

Tex., La Grange—Alex con Rosenberg purchased building on public square; will remodel.

Tex., Plainview—D. M. Thompson will erect 60x140-ft. store building near Ninth St. and Broadway intersection; will be occupied by Cox & Thompson.

### Theaters

Ala., Mobile—Capitol Amusement Co., care Sidney Meyer, 310 Miami Ave., Miami, Fla.,

leased Bijou and Empire Theaters; announced plans for extensive improvements.

Miss., Meridian—Emile Well, Inc., Archts., Whitney Central Bldg., New Orleans, La., receive bids until Oct. 26 for remodeling present auditorium of Hamasa Temple of Mystic Shrine, into 1-story and balcony theater, for Saenger Amusement Co., 1401 Tulane St., New Orleans; following contractors received plans and specifications and propose to bid on work: Lionel F. Favret, Louisiana Bldg., New Orleans; McGee & Wetmore, N. O. G. N. Station, Jackson; L. B. Priestler, 1403 12th Ave.; L. W. Hancock, 26th Ave., and McArthur & McLeMore, M-W Bldg., all Meridian. 9-22

N. C., Charlotte—Paramount Famous Lasky Corp., Broadway and 43rd Sts., New York, planning construction of \$1,000,000 theater building.

Tex., Jacksonville—J. C. Clemmons, Vice-Pres. and Gen. Mgr. of East Texas Theaters, Inc., announced contracts will be awarded in 30 days for \$75,000, brick, concrete and steel, 50x130-ft. theater building on Commerce St.

Tex., Temple—Frank Doering will erect \$150,000 theater to be leased by Dent Theaters, Inc., Jack Pickens, Vice-Pres., 2009½ Jackson St., Dallas. 9-22

### Warehouses

Ark., Hope—Hope Fertilizer Co. planning to erect warehouse; erecting brick veneer office building on E. Second St.

Mo., Kansas City—Wayne Towel Supply Co., Frank Wayne, Pres., 908 E. 42d St., has plans in progress by H. F. Brandenburger Interstate Bldg., for 50x120 ft., 1-story warehouse, garage and office building, 1516 Prospect Ave.

Tenn., Memphis—S. C. Barker erect \$15,000 brick and concrete warehouse at 242 S. Second St.

Tex., San Antonio—Federal Supply Co., care E. C. Parker, 330 Nolan St., contemplates erecting \$40,000, 1-story, 60x150-ft., hollow tile and reinforced concrete, concrete slab, fireproof warehouse, 318 Booker St., next year.

Tex., San Antonio—International Drug Co. soon have plans by William D. Van Sclen, Maltby Bldg., for \$20,000, 100x120-ft., brick, mill construction wholesale building; sprinkler system.

Va., Roanoke—Sallie Bitterman and Myrtle B. Scholz have permit for \$21,901 warehouse, Walnut Ave. S. E.

Calumet Ave., Chicago, Ill.; Wm. H. Horster, Constr. Supervisor, Exchange Natl. Bank Bldg.; excavation previously noted let to Wm. Michael, Atlas Life Bldg., foundation work to W. B. Grimshaw, Kennedy Bldg., both Tulsa, and structural steel to McClintic-Marshall Co., Oliver Bldg., Pittsburgh, Pa. 8-25

Okla., Tulsa—Following sub-contracts let on \$2,250,000 Philtower Bldg., for Waite Phillips, Atlas Life Bldg., on which brick work is about 75 per cent complete and interior partitions, lathing and plastering under way: Struct. steel, Kansas City Structural Steel Co., 21st and Metropolitan Ave.; terra cotta, Kansas City Terra Cotta and Faience Co., 19th and Manchester St.; orna. and misc. iron, Southwest Wire and Iron Works Co., 1722 Tracy St.; metal lathing, J. R. Seaman; finish hardware, Richards & Conover Hardware Co., Fifth and Wyandotte St.; plumbing and heating, MacMahon Co., 1316 Oak St.; elevators, Otis Elevator Co., 1920 Wyandotte St., all Kansas City, Mo.; terrazzo, Tulsa Terrazzo and Mosaic Co., 424 E. Ninth St.; electrical wiring, Electric Supply Co., 815 E. Third St.; rein. steel, Patterson Steel Works, 801 N. Xanthus St.; glass, Pittsburgh Plate Glass Co., 303 E. Archer St., all Tulsa; cut stone, Central Oolithic Stone Co., Bloomington, Ind.; granite, John Clark Co., Rockville, Minn.; metal windows, Campbell Metal Window Corp., Bush and Hamburg St., Baltimore, Md.; metal doors, Metal Door and Trim Co., LaPorte, Ind.; cabinet work, Matthews Brothers Manufacturing Co., Milwaukee, Wis.; marble, Kansas City Marble and Tile Co., 3030 Wyoming St., Kansas City, and Missouri and Gray Knox Marble Co., Knoxville, Tenn.; Keene & Simpson, Archts., 1005 Land Bank Bldg.; Edw. Buehler Delk, Const. Archt., Meyer Blvd. and Ward Pkwy.; Long Construction Co., Contr., Rialto Bldg., all Kansas City. 2-17

S. C., Anderson—Drs. C. H. J. R. and Mason Young and others let contract to Brissett Lumber Co., for \$25,000 professional building, N. McDuffie and E. Earle Sts.

Tenn., Byrdstown—S. S. Paris is president and Jas. Beaty vice-president of bank being organized; contract let for building.

Va., Norfolk—Norfolk Medical Building, Inc., let contract to Wise Granite and Construction Co., 818 N. Main St., for additional story to 8-story Medical Arts Bldg.; brick, steel and concrete, 54x125 ft.; cost \$25,000; M. E. Wright, Archt.-Engr., American Natl. Bank Bldg., Richmond. 10-13

### Churches

Fla., St. Petersburg—First Baptist Church started work on \$10,000 tabernacle, Second Ave., North and Second St.; seat 4000; Edgar Ferdon, Archt., Sumner Bldg.; Julius Johnson, Contr.

La., Shreveport—Texas Avenue Methodist Church let contract at \$27,970 to W. H. Werner, Commercial Bank Bldg., for brick and concrete building, Park Ave. and Laurel St.; 2 stories, composition roof, concrete and wood floors; Edw. W. Neild, Archt., City Bank Bldg. 9-22

Miss., Indianola—Methodist Church erect \$40,000 building; concrete and brick, 2 stories, auditorium 42x75 ft., Sunday school 35x75 ft., tile or asbestos slate roof; furnishings, equipment, etc., \$5000; plans by Board of Extension of M. E. Church, South, Louisville, Ky.; Chastang Construction Co., Contr., Box 63, West Jackson Station, Jackson, Miss.; concrete foundation in.

Mo., St. Louis—Holy Ghost Evangelical Church, Rev. Theo. C. Braun, Pastor, 3918A Lafayette Ave., let contract to Neier & Meng, 1039 Marion St., for \$45,000 building, Mardel St. near Kingshighway; brick, terra cotta trim, 2 stories and basement, 88x42 ft., wood floors, slate roof, steam heat; O. J. Popp, Archt., 1501 Arcade Bldg. 9-29

N. C., Raleigh—Hayes-Barton Baptist Church, N. H. McLeod, Chmn. Bldg. Comm., let contract to John F. Danielson for \$100,000 brick and frame building; 54x160 ft., brick and concrete foundation; Robt. J. Barbee, Archt., 411 Lawyers Bldg. 9-29

Tex., Amarillo—Johnson-Davis Plumbing & Heating Co., Oliver-Eakles Bldg., has steam heating and plumbing contract for \$37,000 parish house for St. Andrews P. E. Church; brick and stone, 2 stories, 40x100 ft., maple floors, concrete foundation, composition roof; T. MacLaren, Archt., Colorado Springs, Colo. 10-13

Tex., Marshall—Trinity P. E. Church let contract to Quisile & Andrews, Fort Worth, for \$25,000 Fry Memorial Parish House; brick, 2 stories and basement, 40x70 ft.; classrooms, auditorium stage, dining room and kitchen; J. W. Northrop, Jr., Archt., West Bldg., Houston. 6-30

## BUILDING CONTRACTS AWARDED

### Association and Fraternal

Va., Richmond—American Seating Co., Chicago, through Virginia School Supply Co., Richmond, has \$50,000 order for about 5000 seats for theater in \$1,500,000 Acca Shrine Temple Mosque; order placed by Mosque Amusements, Inc.; Marcellus E. Wright, Amer. Natl. Bank, and Chas. M. Robinson, Times-Dispatch Bldg., both Richmond, architects; Eugene Drummond, Architectural Engr., Savannah, Ga.; Wise Granite & Construction Co., Contr., Amer. Natl. Bank Bldg., Richmond. 9-29

### Bank and Office

Ala., Birmingham—Thos. R. Watts Estate erect \$1,000,000 office building, site Watts Bldg., Third Ave., North, and 20th St.; 16 stories, site 55x100 ft., structure set back several feet at 15th floor, first 2 floors of polished granite, face brick and terra cotta above, walls finished on all 4 sides, varicolored slate roof, steel windows, marble elevator lobby, bronze elevator fronts and doors, marble corridor floors and walls, birch mahogany interior woodwork, plate glass show windows for stores on first floor; Warren, Knight & Davis, Archts., Empire Bldg.; Charles M. Allen & Son, Contrs., 408½ N. 19th St.

Ala., Ensley—Birmingham-Ensley Land Co., Inc., 704 19th St., let contract to J. F. Holley Construction Co., 817 Nineteenth St., for 2-story brick office building, Avenue H and 19th St.; D. O. Whildin, Archt., 515 N. 21st St., Birmingham. 3-3

Md., Baltimore—Following contracts let for \$250,000 office building for Central Fire Insurance Co.: Struct. steel, Dietrich Bros., 220 Pleasant St.; rein. steel bars, Maryland Steel Products Co., Standard Oil Bldg.; composition stone, Benedict Stone Corp., Montford Ave. and Boston St.; Indiana limestone, Rullman & Wilson, Lafayette Ave. and Dickson St.; orna. iron, Herzog Iron Works, St. Paul, Minn., Wm. P. Carson,

Baltimore representative, Westwood and Whitmore Aves.; millwork, C. O. Wurzbeger & Sons, Annapolis Ave.; Clyde N. & Nelson Friz, Archts., Lexington Bldg.; Henry A. Knott & Co., Contrs., 2107 N. Charles St. 9-15

Mo., St. Louis—C. Moynihan & Sons, 2007 Olive St., have plumbing contract in connection with \$200,000 remodeling work to building, 3663 Lindell Blvd., for Central States Life Insurance Co.; heating, Sodemann Heat and Power Co., 2306 Morgan St.; wiring, Gamp Electric Co., 517 Spruce St.; concrete work, McCormack-Combs Construction Co., 802 Columbia Bldg.; T. P. Barnett & Co., Archts., 1569 Arcade Bldg.; Wm. H. & Nelson Cunliff Co., Contrs., 110 N. Seventh St. 8-4

Mo., St. Louis—Vierheller Electric Co., 1111 Pine St., has wiring contract for \$150,000 remodeling and addition to Tower Grove Bank, 3100 block S. Grand Blvd.; plumbing, P. J. Driscoll, 3547 Arsenal St.; heating, Edwards Heating Co., 2340 Pine St.; steel joists, Berger Manufacturing Co., 300 Russell St.; struct. steel, Chester Iron and Foundry Co., 3535 Gratiot St.; steel stairs, Columbia Iron Works, Inc., 4254 Vista St.; stone, Pickel Stone Co., 1320 S. Vandeventer Ave.; brick work, Henry Laubach, 3137 Shenandoah St.; terra cotta, Northwestern Terra Cotta Co., 4417 Oleatha St.; lath and plaster, Joe Holterbach, 4932 Walsh St.; millwork, Reed & Steeger Sash and Door Co., 4199 Chippewa St.; rein. concrete, Herklotz-Hersher Contracting Co., 3023 Pestalozzi St. 7-21

Okla., Tulsa—Exchange National Bank and Trust Co., J. J. McGraw, Pres., let contract to S. M. Siesel & Co., Milwaukee, Wis., for completion of masonry, concrete work, carpentry, terra cotta trimming, sheet-metal work and roofing for \$1,700,000 bank and office building; structure 12 and 25 stories, 60x235 ft. with 80x50-ft. wing, maple floors, concrete caisson foundation, composition and tile roofs; furnishings, equipment, etc., \$300,000; Weary & Alford Co., Archt.-Engr., 1923

Tex., San Antonio—Highland Park Baptist Church excavating for basement of auditorium, S. Hackberry St. and Kayton Ave.; basement only at present; completed building to be concrete, frame, hollow tile and brick, frame and steel interior, L shape, 140x90 ft., tile roof; present unit 52x90 ft., composition roof, cement and wood floors; Will N. Nonan C., Archts., Bldrs. Exchange. 10-13

W. Va., Clarksburg—Central Presbyterian Church, W. Pike St., let contract to C. W. Hancock & Sons, Lynchburg, Va., to remodel and enlarge building; cost \$40,000; 2 stories, wood floors, slate roof; Clarke & Crow, Archts., Krise Bldg., Lynchburg; Chas. L. Hickman, Supv. Archt., 329 S. Second St., Clarksburg. 5-19

### City and County

Ala., Athens—City Council let contract to Wood & Miller to remodel city hall. 6-9

Fla., Bradenton—Roy Parker has electrical work contract for \$15,000 city jail; painting, Jas. Mitchell, both Bradenton; plumbing, Armstrong Bros., Manatee; struct. steel and grill work, Lyons Bridge and Iron Works, Tampa; jail cells, Fries & Son Steel Construction & Engineering Co., Inc., Covington, Ky.; E. W. Darling, Jr., Archt.; engineering by City Engr.; J. A. Smith, Contr., Box 1041, all Bradenton. 10-6

Md., Texas—Baltimore County Board of Commrs., Towson, erecting fire department repair shop; steel frame, tile walls, 70x105 ft., steel sash, concrete floors, gypsum roof; Black & Rider, Contrs., 602 E. 36th St.; stone, D. M. Andrews Co., Sisson and 26th Sts.; steel, Deitrich Bros., 720 Pleasant St., all Baltimore; plumbing by Contr. 10-6

Mo., St. Louis—Victor Berlandis, Sculptor, 1425 Kentucky St., has been commissioned to model winged griffins to surmount \$4,000-000 Civil Courts Bldg. under construction; building plans by Plaza Commission, Inc.; Selden-Breck Construction Co., Contrs., Fullerton Bldg. 10-6

Tex., Alamo Heights, San Antonio—Alamo Heights City Council let contract to A. Schweitzer for \$10,000 city hall; plumbing, T. W. Langen; electrical fixtures, Thompson Electric Co.; Emmett T. Jackson, Archt., Builders Exchange, all San Antonio. 10-6

Tex., Fort Worth—Otis Elevator Co., 808 Taylor St., has contract at \$7898 for elevator in courthouse. 10-6

Tex., Houston—Texas Hotel Supply Co., 1111 Franklin St., has contract at \$5671 for kitchen equipment for \$600,000 Harris County jail and criminal courts building; lights and fans, Southern Chandler Co., \$5959; Hedrick & Gottlieb, Archts., Post-Dispatch Bldg., Houston; Bellows-Macley Construction Co., Contr., Kirby Bldg., Dallas. 2-3

Tex., Weslaco—Ideal Plumbing Co. has plumbing contract for \$40,000 city hall; wiring, Guarantee Electric Co., both San Antonio; R. Newell Waters, Archt., Security State Bank Bldg., Weslaco; W. E. Simpson & Co., Engrs., Natl. Bank of Commerce Bldg., San Antonio; J. L. Stone, Contractor, Weslaco. 9-29

W. Va., Grafton—E. F. Clark, Grafton, has plumbing contract at \$11,240 for \$105,000 Taylor County jail and sheriff's residence; heating, Guy Hawkins, Fairmont, \$4000; Sidney Heckert, Archt., Bessemer Bldg., Pittsburgh, Pa.; Miller & Devine, Contractors, Grafton. 10-13

### Dwellings

Ala., Birmingham—J. C. Reed erect \$25,000 stone veneer residence, S. Country Club and Carlisle Rds.; 2 stories, 103x32 ft., tile roof; day labor. 10-13

Ala., Birmingham—O. L. McCormack, care Jemison & Co., 221 N. 21st St., erect brick veneer residence; 2 stories and basement, 31x43 ft., oak floors, composition roof, steam heat; Brooke B. Burnham, Archt., 1921 Comer Bldg.; day labor. 10-13

Ark., Atkins—Sherman Teeter erect brick veneer residence, Crow Mountain; 6 rooms; C. W. Darr, Contr. 10-13

Ark., Little Rock—First M. E. Church, South, Eighth and Center Sts., let contract to Geo. Burden, Moore & Turner Bldg., for \$17,000 brick veneer parsonage; 2 stories, slate roof; John Parks Almand, Archt., 1107 Boyle Bldg. 10-13

Ark., Okolona—Eugene Watson erect brick residence; 2 stories, oak floors, composition shingle roof, tile bath; Sydney Watson, Contr., Hope. 10-13

Ark., Paragould—DeBois Tire and Heating Co. has hot air heating contract for stucco and plaster residence for M. V. Parker; electrical work, Arkansas Utilities Co.; plumbing, City Plumbing Co.; stucco, House

Construction Co.; painting and decorating, Reagan Paint Shop; owner builds; foundation complete. See Want Section—Building Materials and Equipment. 10-13

D. C., Washington—Fred J. Southgate, 3200 Stephenson St., Chevy Chase, Md., has brick work contract for \$10,500 residence, 3916 Livingston St. N. W., for E. T. Lindner, 3312 Nineteenth St. N. W.; brick and tile, United Clay Products Co., Investment Bldg.; millwork and struct. steel, Barber & Ross, 11th and G St. N. W., both Washington; lumber, Murphy & Ames, Rosslyn, Va.; structure brick and hollow clay tile, 32x24 ft., oak floors, slate roof, cost \$10,500; J. Howlett, Archt., 1440 Meridian Place, Washington; owner builds. See Want Section—Building Materials and Equipment. 10-13

D. C., Washington—W. C. & A. N. Miller, 2922 44th St. N. W., erect 2 dwellings, 3017 Forty-fifth St. N. W., and 4503 Hawthorne St. N. W.; 2 stories, stone and brick; total cost \$26,500; owner builds. 10-13

Fla., Jacksonville—J. E. Preston, 5502 Evergreen St., erect \$10,000 frame residence, Mayflower St. near Owen St.; 1 story; Roy Acuff, Contr., 222 E. Ninth St. 10-13

Fla., Jacksonville—P. N. Coleman erecting several dwellings; Marsh & Saxelby, Archts. 10-13

Fla., Jacksonville—Cone Investment Co., 139 Broad St., erect 4 frame dwellings, 2967-72-63-77 McKinlay St.; 1 story; cost \$5000 each; John Hickson, Contr. 10-13

Fla., Jacksonville—David S. Saffy, 750 W. Adams St., erecting \$30,000 residence, Ingle-side Heights; Klutho, Cole & Cates, Archts.; Chas. J. Davis, Jr., Contr., 902 Second Avenue. 8-11

Fla., Jacksonville—W. E. Arnold, Barnett Bank Bldg., erect \$17,500 duplex, Donald St. near St. Johns Ave.; 2 stories, brick veneer; P. S. Clarson, Contr., 1610 Mallory St. 10-13

Fla., St. Petersburg—W. T. Miller erect \$25,000 addition to residence, Park St., Jungle Shores; interlocking tile, slab floors, spiral stairways, east stone steps, orn. iron, Spanish tile roof, 42x25 ft., 2 baths; Henry H. Dupont, Archt., Lewis Bldg.; Franklin J. Mason Co., Contrs. 10-13

Ga., Augusta—Geo. F. Claussen erect Colonial type residence, Forrest Hills; 3 stories; Scroggs & Ewing, Archts., Southern Finance Co. Bldg.; Claussen-Lawrence Construction Co., 1394 Gwinnett, Contrs.; brick, Merry Bros., Marion Bldg.; millwork, Augusta Lumber Co., 903 8th St.; slate roofing, Augusta Roofing and Metal Work Co., 529 Broad St.; plastering, Fox Bros.; electrical work, Young Electric Works, 1007 Broad St. 10-13

Ga., Darien—Col. T. L. Huston, New York, started work on Colonial residence, Butler's Island; cypress weatherboarding, concrete foundation, green slate roof, oak floors, vapor vacuum heat; Cletus W. Bergen, Archt., Liberty Bank and Trust Bldg., Savannah. 10-13

Ga., Griffin—W. H. Beck, Jr., let contract to Gresham Manufacturing Co., 222 N. Hill St., for \$18,000 brick veneer residence; 2 stories, 41x48.10 ft., oak and pine floors, brick foundation, composition shingle roof; Leila Ross Wilburn, Archt., Peters Bldg., Atlanta; vapor steam heating and plumbing, Persons Hammond Hardware Co., S. Hill St., Griffin; work started. 9-29

La., New Orleans—Coloreage Girrattano erect \$12,000 shingle residence, Napoleon and Gen. Pershing Sts.; Edwin L. Markel, Contr., 3838 Louisiana Pkwy. 10-13

Md., Baltimore—J. A. Baker erect 7 dwellings, W. side Denmore Ave., S. of Haywood Ave.; brick and concrete, 2 stories, 18x36 ft., pine floors, concrete foundations, slag roofs; total cost \$25,000; Morris R. Baker, Archt., 14 Berryman's Lane, both Reisterstown, Md.; owner builds. 10-13

Md., Baltimore—Ida Feldman erect 5 brick dwellings, N. side Dalrymple Ave., East of Walcott Ave., and 1 West of Winfield Ave.; 2 stories, 30x85 ft. and 17x34 ft.; total cost \$18,000; F. E. Beall, Archt., 306 St. Paul St.; Harry Feldman, Contr., 1701 Warwick Ave. 10-13

Md., Baltimore—Jos. Pistorio erect 2 brick dwellings, 311-820 Reisterstown Rd.; 2 stories, 24x38 ft., slate roofs, hot water heat; total cost \$12,000; plans and construction by owner. 10-13

Md., Baltimore—S. A. Hamilton, 27th St., has Mueller heating and plumbing contracts for \$10,000 dwelling, 345 Tunbridge Rd., for B. Constable, 311 W. 31st St.; electrical work, O. A. Mulcahy, Elm Ave.; roofing, Pen-Mar Co., Munsey Bldg.; millwork, Geo. Storek & Son, 2406 Greenmount Ave.; lumber, Mattingly Co., Pier 6 Pratt St.; Cyril Hebrank, Archt., Central Savings Bank; owner builds. 10-13

Md., Baltimore—Property Development Co., Inc., Sheridan Ave., erect 11 dwellings, Sheridan Ave., East of York Rd.; Mohler Bros.,

Contrs., Central Savings Bank Bldg., 3 E. Lexington St. 10-13

Md., Baltimore—Wm. G. Speed, Jr., 107 E. 25th St., erect brick residence, 200 Tunbridge Rd.; cost about \$10,000; 2 stories, 39x45 ft., slate roof, hot-water heat; E. A. Wolf, 3rd, Archt., 829 N. Bentalou St.; J. V. Schafer, Contr. 10-13

Md., Frederick—Mrs. Mary C. Thomas, Bellevue Addition, started work on residence, College Ave. 10-13

Md., Walkersville—Mrs. R. J. Winebrener erect residence, College Circle; L. C. Culler, Contr., Frederick. 10-13

Mo., Clayton, St. Louis—C. H. Lorenz, 2847 Russell St., erect \$16,000 residence, Moorland Park; cinder block, 49x63 ft.; Trueblood & Graf, Archts.; E. O. Brunson Construction Co., Contr., 1976 Rwy. Exchange, both St. Louis. 10-13

Mo., Frankenstein, R. D. from Bonnots Mills—Rev. A. V. Nicholas erect buff brick rectory; 2 stories, 10 rooms; Frank Kramer, Contr.; Nentwig Brothers Planing Mill and Lumber Co., Jefferson City, to furnish building material. 10-13

Mo., St. Louis—W. R. Frederick, 4239 Lindell Blvd., started repairing residence damaged by tornado. 10-13

Mo., St. Louis—Walter Lorch, 3632 Wilmington St., let contract to Kloster & Co., 5215 S. Grand Blvd., for \$10,000 residence, Holly Hills; brick, 2 stories and basement, 40x45 ft., hardwood floors, slate roof, stone foundation; Dan Mullen, Archt., 18 N. Meramec St., Clayton. 10-13

Mo., St. Louis—Chas. Mueller, 3528 Herbert St., has contract for \$12,000 dwelling, Alamo Ave., Hi-Pointe; brick, 2 stories and basement, 31x31 ft., oak and tile floors, slate roof, tile wainscoting in bath, stone foundation; Nolte & Nauman, Archts., 614 Fullerton Bldg. 10-13

Mo., St. Louis—Wm. F. Peters, 3890 McDonald Ave., erect brick residence, 630 Sherwood Drive, Sherwood Forest; 2 stories and basement, 46x34 ft.; Adolph Stauder, Archt., 6032 S. Kingshighway; Gruenwald Construction Co., Contr., 3402 Arsenal St. 10-13

Mo., St. Louis—Frank Sebastian Realty Co., 3607 Hartford St., erect number dwellings, Weber Place, Gravois and Seibert Rds.; 12 under construction; frame, 1 story and basement, 4 and 5 rooms and bath, 26x30 ft. and 26x36 ft., concrete block foundations, hardwood floors, composition shingle roofs, tile baths, hot-air heat; total cost about \$60,000; ultimate plans call for 100 dwellings. 10-13

Mo., St. Louis—Jesse M. Sprague, 7200 Zephyr Place, erect \$10,000 brick residence; 1 story and basement, 34x54 ft., stone foundation, slate roof, oak floors, tile bath, hot-water heat; O. J. Popp, Archt., 1501 Arcade Bldg.; owner builds. 10-13

Mo., Webster Groves, St. Louis—Wm. E. Peters, 3934 McDonald Ave., erect \$10,800 residence and garage, 630 Sherwood Drive; 2 stories, 9 rooms and bath, brick; Gruenwald Construction Co., Contr., 3402 Arsenal St. 10-13

Mo., Webster Groves, St. Louis—J. A. Ge-winner erect frame residence, 500 Crofton Ave.; 2 stories, 6 rooms and bath; cost about \$10,000; C. A. Whitcraft, Contr., 5732 Etzel Ave., both St. Louis. 10-13

S. C., Columbia—Geo. E. Lafaye, Archt., 1017 Laurens St., erect \$15,000 brick veneer residence, 1716 College St., by day labor; 2 stories; plans by owner. 10-13

S. C., Myrtle Beach—Fiske-Carter Construction Co., Masonic Temple Bldg., Greenville, erect 2 dwellings, golf course section; probably erect 2 additional dwellings later. 10-13

Tenn., Chattanooga—T. D. Colquitt, James Bldg., let contract at \$14,000 to G. W. McAmis, 1900 E. 12th St., for residence; 1 story, 34x70 ft., concrete and brick foundation, composition roof; brick work, W. A. Lerch, 3613 Ave. L; work started. 10-13

Tenn., Memphis—R. C. Crouch, 63 E. Third St., has contract for \$20,000 brick veneer residence, Kimbrough sub-division; stone trim, oak floors, tile roof and bath, garage and servants' quarters. 10-13

Tex., DeLeon—H. G. Wallace erect residence; probably brick veneer; plans not complete; plans and construction by owner. 10-13

Tex., Houston—J. McAdoo Sample, 4815 San Jacinto St., completed frame of \$13,500 brick veneer residence; 2 stories, 33.10x45.10 ft., hardwood floors, rein. concrete foundation; furnishings, equipment, etc., \$3500; A. E. Austin, Archt.; W. J. Goggan, Contr., Electric Bldg.; gas-steam radiator heating and plumbing, Callahan Co. 10-13

Tex., Lamesa—Dr. J. H. Dean laying concrete foundation for \$25,000 semi-fireproof residence, East of Lamesa; native stone and



tile, 1 story and basement, 114x70 ft. including porch, concrete, oak and yellow pine floors; Peters & Haynes, Archts., Lubbock; steam heating, electrical work and plumbing not let. 10-13

Va., Richmond—Muhleman & Kayhoe, 108 N. 9th St., erect 2-story office building, 507 E. Franklin St.; owners build.

### Government and State

S. C., Westminster—C. C. Whitmire started work on building, Main St., to be leased to Government for postoffice.

W. Va., Charleston—Van Dorn Iron Works, Cleveland, O., has contract at about \$12,000 for shelves, files and furniture in \$1,500,000 second unit of West Virginia State Capitol; Cass Gilbert, Archt., 244 Madison Ave., New York; James Baird Co., Contr., 441 Lexington Ave., New York. 10-14-26

### Hospitals, Sanitariums, Etc.

Ala., Birmingham—City Board of Revenue, Lacey, Edmundson, Chmn., let contract at \$383,900 to A. J. Krebs Co., Watson Bldg., Atlanta, Ga., to complete \$500,000 Hillman Hospital annex; structure about one-fifth completed; Harry B. Wheelock, Archt., Steiner Bldg., Birmingham; Percy W. Swern, Const., Archt., 19 S. LaSalle St., Chicago, Ill. 10-13

Fla., Coral Gables, Miami—Lildan Properties, Inc., have contract for \$25,000 clinic, Avenue Aragon near Ponce de Leon Blvd., to be called Coral Gables Clinic, Inc.; work started.

Mo., St. Louis—Sisters of Charity of St. Vincent de Paul let contract Cornet-Casey Co., Chemical Bldg., for temporary repairs to Mullanthy Hospital, damaged by tornado; may erect new building; Sister Zo, Mother Superior.

Mo., St. Louis—St. Johns Hospital, Euclid Ave. and Parkview Place, has \$18,000 permit for boiler house and laundry; 1 story, 22x53 ft., brick, concrete roof; G. D. Barnett, Archt., Synd. Trust Bldg.; Ratermann Building & Contracting Co., Contr., 1943 St. Louis St.

Tex., Marshall—Texas & Pacific Railway Hospital Assn. let contract to Lacy Contracting Co., Dallas, for \$200,000 hospital; electrical work and fixtures, Howell Electric Co.; brick, Marshall Brick Co., both Marshall; heating and plumbing contracts also let; fireproof, brick, steel and rein. concrete, 2 stories and basement, 186x40 ft., Georgian type; Roscoe P. DeWitt, Archt., 1229 Kirby Bldg., Dallas. 9-22

### Hotels and Apartments

Ala., Demopolis—McArthur & McLemore, M.-W. Bldg., Meridian, have contract for remodeling Demopolis Inn; cost \$80,000.

Ark., Little Rock—R. F. Drummond, 1012 Main St., erecting \$10,000, 2-story, brick veneer, 52x32 ft. apartment house, 21 Spring St.; hardwood floors, concrete foundation, composition roof; Bracy Real Estate and Building Co., Contrs., Rector Bldg.

D. C., Washington—M. and R. B. Warren, Contrs., 925 15th St. N. W., have permit for \$185,000, 5-story, brick and tile apartment building at 3020 Tilden St. N. W.; concrete frame, fireproof, 110x108 ft., slag and slate roof, frame sash, oak floors; slagproofing to Asher Fireproofing Co.

D. C., Washington—Harry M. Bralove, Builder, 1106 Vermont Ave., N. W., has permit for \$350,000, 5-story, brick, concrete and tile apartment building at 3919 Connecticut Ave., N. W.

Fla., Jacksonville—W. O. Boozer, American Trust Co., let contract to S. R. Horscobitz, 3012 Park St., for two-story, frame, 2-flats, Walnut St. between Eighth and Ninth Sts.; \$13,000.

Fla., Sebring—W. A. Brand, Box 395, received contract to lath, plaster and stucco on new Harder Hall Hotel, for which Virginia Engineering Co., Inc., First Natl. Bank Bldg., Newport News, Va., and P. O. Box 1295, Sebring, has gen. contract. 10-13

La., New Orleans—R. P. Farnsworth & Co., Contrs., Maritime Bldg., let following sub-contracts on \$1,000,000 Marber Hotel. Form work—reinforcing steel, Ole K. Olsen, 822 Perdido St.; cast stone, Architectural Cast Stone Co., 8122 Colapissa St.; sheet metal, Holzer Sheet Metal Works, 321 Burgundy St.; ventilation, Blattman-Weeser Sheet Metal Works, 1001 Toulouse St.; millwork, National Sash and Door Co., Inc., 600 N. Dupre St.; ornamental and miscellaneous iron, bronze, hollow metal windows, pent house, access and linen chute, doors, medicine cabinets and structural steel, P. C. Dorvell (represents several companies by whom materials are furnished as follows: A. Morton Co.,

Acme Medicine cabinets, and B. Crittall Co., steel sash); plumbing, heating refrigeration, oil-burning equipment, American Heating and Plumbing Co., 829 Baronne St.; plastering work, Bird & Putfork, New Orleans Bank Bldg.; screens, Schultz Cabinet Works, 2413 N. Galvey St.; painting, Gus Peterson, 730 Valence St.; electrical work, Electrical Contracting and Engineering Co., 318 Gravier St.; mail chute, Cutler Mail Chute Co., Rochester, N. Y., represented by J. T. Mann & Co., Inc., 319 Dryades St.; finished hardware, Woodward-Wight & Co., 451 Howard Ave.; window cleaning devices, Stauffer Eshleman & Co., Ltd., 511 Canal St.; glazing, Pittsburgh Plate Glass Co., 314 Girod St.; caulking work, Chamberlin Metal Weather Strip Co., 427 Carondelet St.; terrazzo work, American Venetian Marble Co., City Bank Bldg.; marble and granite work, Albert Weiblen Marble and Granite Co., 521 City Park Ave.; elevators, Otis Elevator Co., 852 Carondelet St.; composition roofing, J. J. Clarke Co., Ltd., 1601 Julia St.; tile work, Eugene J. Zimmerman, 1721 Carondelet St.; excavation work, Thomas Carey, Canal Bank Bldg.; piling, D. Travispoon, Poplarville, Miss., and Robinson Lumber Co., Masonic Temple; Emile Well, Inc., Archt., Whitney Bank Bldg. 8-25

La., New Orleans—Jones, Roessle & Olschener, Archts., Maison Blanche Bldg., let following sub-contracts on 18-apartment building at Canal and Gayoso Sts., for Mrs. Fred Anderson: Electrical work, C. Von Salzen, 6112 Chestnut St.; glazing, Pittsburgh Plate Glass Co., 314 Girod St.; hardware, Stauffer Eshleman & Co., Ltd., 511 Canal St.; painting, J. J. Rieff, 2921 Chippewa St.; plastering and cementing, A. L. Fishman, 612 Gravier St. 10-6

La., New Orleans—O. Bechtel, Metairie Road, Metairie Ridge, La., erecting \$30,000 apartment building at Toledano and Prytania Sts.

Md., Frederick—Karl Jacobson let contract to Harry Betson for 3-story, brick, 90x32-ft. building on S. Market St.; 2 store rooms on first floor, apartments above; James D. Price, Archt., E. Third St.

Mo., Cape Girardeau—Board of Directors of Chamber of Commerce let contract to A. H. Gerhardt at \$143,175 for 6-story, 96x150-ft. Hotel Marquette, Broadway and Fountain Sts.; heating to Eicher Heating Co., \$13,037; electrical equipment to Rick Electric Co., \$9017, both St. Louis; Polak Brothers Plumbing Co., plumbing at \$21,470; elevators, Otis Elevator Co., 1920 Wyandotte St., Kansas City, at \$3400; to be operated by Associated Hotel Co., New York; Cape Girardeau Hotel Co., C. L. Harrison, Chmn., owners; Manske & Bartling, Inc., Archts., 410 N. Euclid Ave., St. Louis; R. K. Knox, Supvr. Archt. 9-15

Mo., St. Louis—New Jefferson Hotel Co. offering \$3,200,000 first (closed) mortgage 6% serial gold bonds; will own and operate New Jefferson Hotel fronting on 12th St. from Locust to Charles Sts. and on adjoining property will erect \$2,057,850, 13-story addition to contain 347 rooms, each with bath, and 4 stores, dining room and banquet halls; present building, which contains 387 rooms, will be remodeled at cost of \$1,341,725 and new grill room, coffee shop, barber shop and stores will be added; furniture, furnishings and equipment cost \$393,175; present elevators will be eliminated and 5 new high speed, gearless elevators installed; Messrs. Max L. Teich and Carl C. Roessler of Hotel Atlantic, Chicago, formed the New Jefferson Hotel Co. and management of new corporation will be in hands of Mr. Teich, Chmn. of Board of Directors; Col. Lyman T. Hay, Pres.; Carl C. Roessler, Vice-Pres.; Carl E. Roessler, Jr., Treas., and Frederick C. Teich, Sec., together with Eric W. Korb, part owner of Kaskaskia Hotel of LaSalle, Ill.; also construct 6-story, fireproof ramp garage on adjoining property to be directly connected with hotel; Teich & Sullivan, Archts., 64 W. Randolph St., Chicago; Boaz-Kiel Construction Co., Contrs., 409 N. Seventh St.; no sub-contracts awarded. 9-29

Mo., St. Louis—J. M. Leopold & Son, 3728 Hydraulic St., erect \$10,000, 2-story, brick, 35x47 ft. tenement and \$500 20x34 ft. garage, 4972-4 Pernod St.; owners are Archts.-Bldrs.

Mo., St. Louis—A. Mayer Realty Co., 4608 Gravois St., erect three 2-story, 29x92 ft., brick tenements, 4729-39 Virginia St.; \$30,000, gravel roof, hot air heat; also \$6000, 25x40 ft. tenement at 4032 Spring St.; J. Mayer, Archt., 4608 Gravois St.; owner builds.

Mo., St. Louis—Union Realty and Construction Co., 5560 Easton St., erect four 2-story, brick, 33x43 ft. tenements, 3337-51 Clara St.; \$32,000, composition and gravel roofs, hot air heat; M. D. Larner, Archt., 5560 Easton St.; owner builds.

Mo., St. Louis—M. Luria, 3600 S. Grand, erect two 2-story, brick, 24x40-ft. tenements,

5255-7 St. Louis St.; composition shingle roofs, hot air heat; G. Sokol, Archt., 7069 Pershing St.; owner builds.

Mo., St. Louis—Dr. Phillips, 4040 Olive St., let contract to Pelligreen Construction Co., 816 Pine St., for \$15,000 alterations to 4-story hotel.

Mo., St. Louis—A. M. Heinichen let contract to Heinichen Construction Co., both 3823 Meramec St., for eight 2-story, brick, 10x47-ft. tenements, 3861-81 Alberta St.; \$40,000, tar and gravel roof, hot air heat; R. Tisdale, Archt., 3621 S. Grand.

Tenn., Memphis—W. H. Strother Agency erecting four 8-unit apartment houses at Court and Pauline Sts.; \$100,000; J. Fraser Smith and H. M. Burnham, Archts., Goodwyn Inst.; M. J. Tyrus, Contr.

Tex., Fort Worth—Mrs. E. M. Howard, 921 Cannon Ave., let contract to J. H. Walden, 1824 Hurley Ave., for \$47,200, 48-room apartment house at 921 W. Cannon St. 10-13

Tex., San Antonio—E. A. Boone, Bank Commerce and Trust Bldg., Memphis, Tenn., let contract to W. W. Mahan, 209 Mt. Vernon St., for \$11,800, 2-story, brick veneer apartment house at 240 Clairmont St.

Tex., Temple—Frank Doering erecting 9-story hotel; first floor 90x110 ft., upper stories 50x100 ft., hotel building; stores on first floor, 2 top floors for apartments; brick, hollow tile, reinforced concrete, cast stone; plumbing and heating to Hamilton Co., 2301 Griffin St.; reinforced steel, Concrete Engineering Co., Athletic Bldg.; Anton F. Korn, Archt., 816 Thomas Bldg.; C. L. Shaw, Contr., 767 S. Lamar St., all Dallas. 8-11

Tex., Weslaco—S. L. Skaggs and C. M. Sherrill started work on \$20,000, tile and stucco apartment building.

W. Va., Shinnston—C. A. Short erecting apartment building on Pike St.

### Miscellaneous

Fla., Palm Beach—George LaMaze let contract to Wakeman Construction Co. for \$200,000 building on Worth Ave., house restaurant and entertainment club.

La., New Orleans—Dr. J. A. Hardin, 833 N. Claiborne Ave., let contract to O'Neil Labaud, 3525 St. Anthony St., for restaurant building at Canal and Roman Sts.

Md., Baltimore—Catholic Daughters of America, 116-18 W. Franklin St., let contract to Frainie Bros. & Haigley, 19 W. Franklin St., for \$100,000, 3-story, 50x88 ft. addition to rear of present building; contain club rooms, auditorium and gymnasium; George R. Callis, Jr., Archt., Hearst Tower Bldg.

Mo., St. Louis—Kroger Grocery & Baking Co., 422 Victoria Bldg., let contract to Kellermann Contracting Co., 422 Victoria Bldg., for \$49,500, 365x61-ft., brick covered driveway, 3801 Vista St.; E. H. Niemann, Archt., 3816 Shaw St.

Tenn., Chattanooga—W. C. T. U., Mrs. D. L. Duncan, Pres., let contract to John Parks, Hamilton Natl. Bank Bldg., for \$70,000 Frances Willard Home for Girls, Lindsay and Oak Sts.

Tenn., Knoxville—Holston Hills Country Club let contract to S. D. Cox, Empire Bldg., at \$57,500, for clubhouse; Barber & McMurray, Archts., Tenn. General Bldg.

Tex., Catarina—Catarina Townsite Co. let contract to Houston Lively for \$10,000, 1-story, frame and stucco bath house; John Marriott, Archt., Frost Bldg., San Antonio. 10-13

Tex., Mission—Thomas & Sons, Raymondville, received contract for \$15,000, 2-story, 24x50 ft., with 1-story addition 32x32 ft. clubhouse; developers of Rollo and San Carlos, owners.

Tex., San Antonio—Gallagher Ranch Co., V. H. McNutt, Pres., 403 Texas Theater Bldg., erecting 2 rock houses in connection with ranch resort; \$10,000; 15x150 and 30x60 ft., shingle roof; equipment cost \$5000.

### Railway Stations, Sheds, Etc.

Miss., Columbus—St. Louis-San Francisco Ry. Co., F. G. Jonah, Ch. Engr., St. Louis, Mo., reported, let contract to W. F. Pauly, 741 South St., Springfield, Mo., for 35x226 ft., 1 story, brick and structural steel passenger and freight station. 1-27

### Schools

Ala., Thomasville—Board of Education let contract to A. C. Spinks for \$50,000 school building after State plans. 10-13

Ala., University—University of Alabama let contract to Day & Sachs, Birmingham, for \$200,000, 3-story and basement, fireproof Commerce Building; electric lighting to

Barnes Electric Co.; heating and plumbing to O. T. Cole; both Tuscaloosa; Miller & Martin, Architects, Birmingham; Shaler C. Houser, Engr.

Ark., Atkins—C. W. Darr received contract for 2-room, brick school building at Mars Hill, near Atkins.

Ark., Little Rock—Oklahoma Scenic Co., Oklahoma City, received contract for curtains and drops for stage, in \$1,500,000 High School building. 7-1-26

D. C., Washington—Charles T. Tompkins Co., Contrs., 1612 Park Road N. W., let following sub-contracts on Garnett-Patterson Junior High School: Asphalt floors, Ralph V. Rulon, Inc., 239 N. 30th St., Philadelphia, Pa.; glass and glazing, Henry Seim & Co., Fayette and Howard Sts., Baltimore; metal partitions, The Mills Co., 5322 St. Claire Ave., Cleveland, Ohio; electrical work, W. A. Rogers, 608 Carpenters Bldg.; finishing hardware, Rudolph & West Co., 1332 New York Ave.; interior marble and tile, National Mosaic Co., 338 Penn Ave. N. W.; Kalamain doors, Philipp Mfg. Co., Easthampton, Mass.; millwork, Barber & Ross, Inc., 11th and G Sts. N. W.; ornamental iron, Wash. Stair & Ornamental Iron Co., 2014 Fifth St. N. E.; painting, F. L. Campbell, 1602 E St. S. E.; plastering, Stanley Palfrey, 1744 D St. S. E.; Sectionfold partitions, Taylor Folding Partition Co., 916 15th St. N. W.; sheet metal work, William G. Carrieco, 1235 Wisconsin Ave.; slate roofing, M. C. Huddleston & Co., 2504 Hall Pl. N. W.; steel sash, Trucon Steel Co., Transportation Bldg.; structural steel, Dietrich Bros., Natl. Met. Bank Bldg.; metal weatherstrips, Chamberlain Metal Weatherstrip Co., 916 New York Ave. N. W.; waterproofing, Contract Waterproofing Co., Lenox Bldg.; wood floors, Harry G. Eckhart, 1107 Buchanan St.; brick work and hollow tile partitions, Lewis & Elliott, 804 Otis Bldg.; cut stone, R. B. Phelps, Ninth and Douglas Sts. N. E.; heating, ventilating and plumbing, Standard Engineering Co., 2129 Eye St. N. W.; A. L. Harris, Municipal Archt., District Bldg. 10-5

Ga., Oglethorpe—School Board let contract to J. P. Bennett, Butler, for new school building; 10 classrooms and auditorium to seat 500.

Ga., Stockton—School Board let contract to H. B. Moore at \$15,000 for brick and tile, 7-room and auditorium school building; Lloyd Greer, Archt., Valdosta.

La., New Orleans—St. James Major Roman Catholic Church let contract to W. C. Le Blanc, 2556 Verbena St., at \$38,687, for 2-story, brick Parochial School; 8 classrooms and auditorium, tile and composition roof, plastered interior; William R. Burk, Archt., Balter Bldg. 9-22

Miss., Natchez—Board of School Trustees let contract to McArthur & McLemore, M-W Bldg., Meridian, at \$168,240, for 2-story and basement, brick, steel, cement trim High School building; P. J. Krouse, Archt., M. & W. Bldg., Meridian. 6-30

Mo., Joplin—Oakland School District Board of Trustees let contract to Huff Bros. Construction Co., Pittsburg, Kansas, at \$8000 for addition to Royal Heights school. 8-25

N. C., Durham—Board of Education, F. M. Martin, Supt., let contract to Thompson & Cannady, Geer Bldg., at \$90,440, for 3-story, 54x108 ft., fireproof Watts Street School; steel tile and concrete floors, concrete foundation, built-up roof; low-pressure steam heating to Dermott Heating Co., 314 Morgan St., \$8100; plumbing, Highsmith-Wells, 113 Mangum St., \$2600; electric work in general contract; C. Miller Euler, Archt.; G. Murray Nelson, Consult. Archt., both First Natl. Bank Bldg.; equipment and proposals cost \$25,000, address Mr. Martin. See Want Section—Building Materials and Equipment. 9-29

N. C., Guilford College—Guilford College remodeling and rebuilding front of Library Building; new porch, tile floor, new brick columns, etc.

N. C., Wake Forest—Wake County Board of Education, J. C. Lockhart, Supt., Raleigh, let contract to Burrow & Lamb, Asheboro, at \$40,000, for 2-story High School building; 10 classrooms, library, study hall, food and clothing laboratories, superintendent's office, teachers' room and laboratories for general science, biology, chemistry and physics; heating to W. H. Bond & Co., 404 W. Davis St., Raleigh, \$4200; plumbing, Otto Overbeck, Fayetteville, \$2607; electric wiring, Kingston Electric Co., Kingston, \$489; L. N. Boney, Archt., Murchison Bldg., Wilmington. 9-29

Tenn., Dayton—Bryan Memorial University completed excavation for foundation of 43x64 ft. Administration Building.

Tenn., Knoxville—Knox County Board of Education let contract to Lynn A. Hayes, at \$12,200, for addition to school at Hall's Creek Road; C. A. Tarwater, Archt.

Tex., Commerce—East Texas State Teachers' College let contract to W. R. McKinney, Greenville, at \$13,700, for 2-story, brick veneer President's Home; hardwood floors, reinforced concrete foundation, metal and tile roof; George Lindsey, Archt., Greenville. 10-13

Tex., Dawson—Board of Education let contract to William Smith, 1320 Franklin Ave., Waco, at \$48,747 for fireproof, brick and reinforced concrete, 109x132-ft., 2-story and basement school building; include auditorium to seat 600; Harry L. Spicer, Archt., Amicable Bldg., Waco. 9-15

Tex., Sherman—Board of Directors of Kidd-Key College and Conservatory let contract to Max Gibbs & Sons Co., for completion of first unit of Administration Building.

Tex., Teague—Board of Education Teague School District let contract to Newman-Parker Plumbing Co., Greenville, for heating and plumbing work in new High School.

### Stores

Ala., Ensley—Thomas C. Brasfield started work on \$50,000, 2-story, 75x100-ft. store and office building on Avenue F.

Ark., Hot Springs—Willis A. Davis Hardware & Furniture Co., 608 Ouachita St., erecting \$27,000, brick, 78x80-ft. building, Ouachita Ave. and Hazel St.; apartments on second floor; E. L. Patton superintending work.

Ark., Monticello—W. H. McQuiston erecting 3 store buildings, E. Gaines Ave.

Ky., Lexington—E. C. McWhorter, 291 E. Ashland Ave., erect \$12,000, 2-story, brick and stone business building at S. Eastern Ave. and Vine St.; owner supervise work.

Ky., Paducah—Dr. J. T. Gilbert, 1417 Jefferson St., let contract to E. C. Dalton, 3000 Clark St., for 2-story face brick building, 1013 Broadway, to be occupied by Powell Brothers Electric Co., 1019 Broadway.

Miss., Eupora—G. E. Childs let contract for building to be occupied by Gaston and Childs, grocers.

Mo., Springfield—W. W. Johnson, Contr., 301 College St. Bldg., recently secured permit for \$23,000 stores building, Elm and National Blvd., advises project indefinitely postponed. 10-6

Mo., St. Louis—A. H. Ellers, 1106 Pine St., let contract to Murch Bros. Construction Co., Railway Exchange Bldg., for alterations to 4-story store at 1106 Pine St.; \$10,000; Aegerter & Bailey, Archts., Railway Exchange Bldg.

Mo., St. Louis—Audrey Realty Co., 416 Wainwright Bldg., let contract to Huger & Buecher Construction Co., 801-2 Wainwright Bldg., for \$18,700, 2-story, 50x115-ft. stores and office building, 2906-12 Union St.; composition tar and gravel roof; Wedemeyer & Nelson, Archts., 824-5 Wainwright Bldg.

N. C., Greensboro—Greensboro Loan Co., 143 E. Market St., let contract to George W. Kane, Jefferson Bldg., for remodeling 2 stores on E. Market St.

Okla., Tulsa—Northwestern Terra Cotta Co., Chicago, Ill., has contract for terra cotta for \$650,000, 11-story addition to present 4-story structure at Main and Fourth Sts., occupied by Brown-Dunkin Dry Goods Co.; Dan Hunt, Sr., 1030 E. 18th St., owner; George Winkler, Archt., Palace Bldg. 9-15

S. C., Myrtle Beach—Myrtle Beach Farms Co. erecting 2 brick store buildings.

Tenn., Elizabethton—Locket Brumit, owner of City Grocery Co., erecting 3-story, brick building on Elk Ave.; JeJrry M. Thomas, Contr.

Tenn., Knoxville—W. C. Terry, 325 W. Clinch St., erect \$10,000, 1-story, brick, 50x75 ft. store and garage at 2701 Magnolia Ave.; owner builds.

Tex., Amarillo—W. C. Kenyon let contract to John Parr for store building at 1000 Pierce St.

Tex., Harlingen—John Baker start work Nov. 1 on \$80,000, 2-story, brick and concrete, 125x140 ft. building, Van Buren, Commerce and A Sts.; 7 stores on ground floor, offices on second floor; R. W. Mulhausen, Archt., San Benito and Harlingen; R. E. Blythe, Supt. of Construction.

Tex., Plainview—Harrison & Smyth, Contrs., erecting 2-story store and office building on W. Seventh St., for J. C. Terry and associates.

Tex., Plainview—T. J. Shelton let contract to R. L. Newton, for 25x70 ft. building on Ash St.

Tex., Plainview—R. L. Newton erecting 90x140-ft. building for Guy B. Speed, Broadway between Eighth and Ninth Sts.; provide stores, lodge rooms and space for post office.

Tex., San Antonio—Thurman Barrett, Bar-

rett Bldg., N. St. Mary's St., erecting two 1-story store buildings, Frio City Road and Kirk Place; framing roof on one and pouring footings on other; concrete slab, cement finish and oak floors, tar and gravel on wood roof; concrete, pier footings, beams and columns and face brick with common brick backing, hollow tile walls; F. L. Young, Archt., Travis Bldg.; George Moore, Jr., Engr., Builders Exchange; G. W. Mitchell, Contr., Builders Exchange. 10-13

Va., Charlottesville—H. M. Gleason & Co. excavating for \$20,000, 2-story, concrete, brick, cinder block and frame, 30x81.7 ft. retail grocery store, corner Main and Fourth Sts.; concrete foundation, maple floors, composition roof; L. C. Mayers, Archt.; The Wilson Co., Contrs., Natl. Bank Bldg.

Va., Pulaski—Joseph Strauss, Bristol, let contract to H. E. Whited for 5 store rooms, Main St.; \$25,000.

W. Va., Shinnston—Riley and Riley erecting store building.

### Warehouses

Ala., Birmingham—Hill Grocery Co. erecting \$14,000, 1-story brick and steel warehouse, 15th St. and Avenue C; concrete floors and foundation, tar and gravel roof; plumbing to C. E. Shirley Plumbing & Heating Co.; roof and sheet metal work to Heble Crothers; Fenestra steel sash; C. H. McCauley, Archt., Jackson Bldg.; Earl Cline, Contr., P. O. Box 621. 10-13

Ga., Atlanta—Massell Realty Co., S. A. Massell, Sec., 43½ Peachtree St., wrecking old houses at Walker and Fair Sts., erect 1-story, 132x176 ft., brick warehouse; E. C. Seiz, Archt., 61 Poplar St.; owner builds. 10-13

Ky., Hazard—Max Mazer erecting 50x100-ft., fireproof, brick warehouse to be leased by Ideal Furniture Co.; concrete basement, metal roof.

La., New Orleans—Thomas H. Brockman, Contr., Hibernia Bldg., let following sub-contracts on 1-story addition to H. G. Hill Co. warehouse on Broad and Euprosine Sts.; millwork, Phoenix Sash Factory, Inc., 2728 N. Derbigny St.; miscellaneous iron and steel, James R. Sutton, 312 St. Joseph St.; reinforcing street and tin pans, Southern G-F Co., Balter Bldg.; roofing, Johns-Manville, Inc., 224 Magazine St.; sheet metal work, Acme Blow Pipe & Sheet Metal Works, 713 Magazine St.; steel sash, Southern Building Material Co., Maison Blanche Bldg.; structural steel, Virginia Bridge & Iron Co., Whitney Bldg.

Tenn., Greeneville—C. M. Park and C. W. Donaldson erecting tobacco warehouse on College St.

Tenn., Newport—Taylor Grocery Co., wholesale grocers, started work on building n lower Church St.

Tex., Wichita Falls—J. A. Kemp, City Natl. Bank Bldg., let contract to R. C. Cato, 1307 Lamar St., for \$28,000, 2-story, brick building at 14th St. and Scott Ave.; plumbing to Charles D. Hughes, 1301 Lamar St.; wiring, John Oechsner Electric Co., 807 Brook; will be occupied as branch warehouse by Standard Sanitary Mfg. Co., Bessemer Bldg., Pittsburgh, Pa.; W. L. Herblin, Branch Mgr.; Voelcker & Dixon, Archts., Kaha Bldg.

### J. C. Penney Periodical Written by Women.

The October issue of the Dynamo, a monthly periodical published by the J. C. Penney Company, 330 West 34th street, New York, is wholly a women's number, which has been made from cover to cover of contributions sent in by women associates in the Penney organization, a nation-wide institution. It is particularly interesting to observe in their various contributions the loyal, interested and enthusiastic attitude of the women employees. This and other editions of the Dynamo impress the reader with the idea that this same loyalty, interest and enthusiasm extends throughout all the stores of the Penney name. It was a good thought to make this a women's number; the feminine point of view is a most valuable thing in businesses catering wholly or in part to women, and the thoughts which these buyers, saleswomen and others have expressed merit careful consideration. They know what others of their own sex wish and just about what is likely to impress them. The magazine is finely illustrated.



# WANT SECTION

THE CLASSIFICATIONS IN THIS SECTION ARE:

## Machinery and Supplies

Under this heading are reported requests for data, prices and literature and information on machinery, supplies and miscellaneous materials of a wide variety.

Items in this department are published without charge and these columns are open for the publication of wants of all kinds relating to construction work, machinery, materials and supplies.

## Building Materials and Equipment

This division comprises all classes and kinds of materials and equipment used in building and construction projects of every kind.

## Bids Asked

Includes bids asked by U. S. Government, States, districts, municipalities, firms and individuals for machinery, materials, supplies and construction work.

## Machinery and Supplies

**Air Compressor.**—R. E. Boggs, Comer Bldg., Birmingham, Ala.—Wants steam driven air compressor, 250 to 300 cu. ft. capacity, single stage delivering air at 80 lb. pressure; state price, condition, make and location.

**Boilers.**—Kraft Cheese Co., 400 Rush St., Chicago, Ill.—Wants prices on 5 Scotch Marine type boilers, 50 h.p., 150 lb. working pressure.

(1) Bolt Threader—for 3-in. material

(2) Lathes—13 to 14-in.

(3) Milling Machine—one small and one large

(4) Steam Hammers—600 to 800 lbs.

(5) Steel Scrap—high speed, any quantity

(6) Sheet Metal Rolls—8 to 10-ft.

W. M. Smith & Co. (Mchy. Dealer), Birmingham, Ala., wants the above equipment.

**Coal Pulverizing Machinery.**—Guyandotte Coal and Coke Holding Corp., 805 Bankers Trust Bldg., Norfolk, Va.—Wants coal pulverizing machinery; correspond with manufacturers.

**Conveyor (Bucket).**—Winifrede Block Coal Co., care of E. C. Lambert, Nolan, W. Va.—Wants bucket conveyor, 2 to 3 ton capacity with wire rope, etc. for installation, to transport about 750 tons coal daily from hillside opening to tipple.

**Delco Light Plant.**—H. G. Wallace, DeLeon, Tex.—Wants Delco light plant.

**Drill (Jack Hammer).**—Hackley Morrison Co., Inc. (Mchy. Dealer), 204 N. Jefferson St., Richmond, Va.—Wants one 73 lb., 1¼-in. jack hammer drill.

**Huller Brush.**—Bundy Gin Co., Route 3, Benton, La.—Wants double rib huller brush for two 70 saw Munger gin stand.

**Press (Asphalt Block).**—P. F. Connelly Paving Co., Southern Trust Bldg., Little Rock, Ark.—Wants press for asphalt blocks, correspond with manufacturers.

**Pumps.**—City of Gainesboro, Tenn., L. G. Strode, Mayor—Wants two deep well pumps to be driven or operated by electric motors, either belt or shaft connected or driven, wells 90 ft. cased with 6-in. caisson.

**Rails.**—W. M. Smith & Co. (Mchy. Dealer), First Ave., Birmingham, Ala.—Wants 300 tons of 85 lb. relay rails.

**Sand Blast Equipment.**—The Craftstone Co., Inc., Box 2033, Asheville, N. C.—Wants prices on sand blast equipment; correspond with manufacturers.

**Steel Pipe.**—W. M. Smith & Co., (Mchy. Dealer), First Ave., Birmingham, Ala.—Wants 2 to 8-in. steel pipe, almost any quantity.

**Steel Water Wheel.**—Oakridge Paradise Mills, Belona, Va.—Wants second-hand steel water wheel, 3 to 4-ft. wide, 20-ft. diam., good condition.

**Trimmer.**—Hackley Morrison Co., Inc. (Mchy. Dealer), 204 N. Jefferson St., Richmond, Va.—Wants 2 saw end trimmer, 18 to 20-ft. long.

**Wire Hoop Machines.**—Nants & Co., Live Oak, Fla.—Wants data on small machines to make wire hoops for hampers; correspond with manufacturers.

## Miscellaneous

**Aluminum Sulphate.**—Walter E. Campbell, Landscape Archt., 205 Moore Arcade, Greensboro, N. C.—Wants about 100 lbs. aluminum sulphate, the fertilizer grade for acidifying the soil for planting rhododendrons, azaleas and other plants of similar nature.

(1) Plows—nursery and orchard

(2) Roofing—paper

(3) Steel Posts

(4) Transplanting Machine for Trees

(5) Wire—smooth, No. 10 and 14

(6) Wire Weaving Machine

H. G. Wallace, DeLeon, Tex., wants the above equipment for development of 54 acres in pecan, English walnuts, grapes, etc.

**Searchlight.**—Hackley Morrison Co. Inc. (Mchy. Dealer), 204 N. Jefferson St., Richmond, Va.—Wants 20 to 30-ft. searchlight.

## Building Material and Equipment

A. B. Walton, Bldr., 1633 W. Magnolia St., San Antonio, Tex., wants prices on following for number dwellings:

Cast Stone

Flooring—terrazzo, tile

Limestone

Marble

Metal Doors

Roofing—slate, tile

Steel Sash and Trim

Terra Cotta Trim.

C. Miller Euler, Archt., 410 First Natl. Bank Bldg., Durham, N. C., wants prices on following for \$100,000 Watts Street School:

Flooring—hardwood

Metal doors

Roofing—built-up

Tile—hollow and interior.

E. T. Lindner, 3312 Nineteenth St., N. W., Washington, D. C., wants prices on following for \$10,500 residence:

Flooring—hardwood, tile (for 2 baths)

Plaster Board

Roofing—slate

Tile—interior.

Also wants sub-bids on

Electrical wiring

Metal Work

Painting

Plumbing and Heating

Plastering

Tiling.

Favrot & Livaudais, Ltd., Archts., Hibernia Bank Bldg., New Orleans, La., want prices on following, connection with remodeling office building:

Elevators

Flooring—linoleum

Metal Doors

Plaster Board

Roofing—built-up.

Geo. F. Saulsbury, Archt., P. O. Box 262, Cumberland, Md., wants prices on following for 2½-story office building:

Cast Stone

Flooring—linoleum, terrazzo, tile

Inclinator

Limestone

Metal Doors

Roofing—built-up

Sprinklers

Steel Sash and Trim

Tile—gypsum

Terra Cotta Trim

Vaults

Ventilators

Wire Glass.

Lawrence Gernsbacher, 1512 Ft. Worth Natl. Bank Bldg., Fort Worth, Tex., wants prices on following for 2 brick veneer dwellings under construction:

Flooring—tile, composition

Roofing—asbestos shingle.

Morris R. Baker, Archt., 14 Berryman's Lane, Reisterstown, Md., wants prices on following for contemplated building:

Steel Sash and Trim

Tile—hollow.

M. V. Parker, 209 W. Kingshighway, Paragould, Ark., wants prices on following for stucco and plaster residence:

Electric Refrigerators

Flooring—hardwood, linoleum, tile, composition

Hardware

Plaster Board

Rolling Partitions

Roofing—asphalt shingle

Ventilators.

C. B. Mooney, Contr., Mocksville, N. C., wants prices on following for \$450,000 High School, near Concord:

Flooring

Painting

Plastering

Roofing—built-up and slate

Sheet metal work

Slate blackboards

Wiring.

## Bids Asked

**Air Brush.**—Quartermaster, Camp Meade, Md.—Receives bids Oct. 24 for 1 cast aluminum paint spraying gun and 5-gal. container.

**Belting.**—Pur. Agt., Post Office Dept., Washington, D. C.—Receives bids Oct. 26 for 90 ft. stitched canvas conveyer belting.

**Benches (Park).**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 24 for 200 park benches, 5-ft. long and 18 benches, 4-ft. long.

**Bolts.**—Pur. Agt., P. O. Dept., Washington, D. C.—Receives bids Oct. 26 for 35,000 common carriage bolts.

**Bridge.**—Charleston, W. Va. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Huntington, W. Va. See Construction News—Bridges, Culverts, Viaducts.

**Carbon Paper.**—U. S. Veterans Bureau, Supply Div., Washington, D. C.—Receives bids Oct. 21 for 200 rolls, 8-in. wide carbon paper.

**Coal.**—U. S. Engr., Ft. Norfolk, Norfolk, Va.—Receives bids Oct. 25 for 200 tons bituminous coal.

**Diesel Engine.**—U. S. Engr., Trust Co. Bldg., Galveston, Tex.—Receives bids Nov. 7 for 1 vertical propelling engine of full Diesel type.

**Diesel Power and Lighting Equipment.**—Quartermaster, 2nd Corps Area, Governor's Island, N. Y.—Receives bids Nov. 2 for electric power and lighting system and electric generators of Diesel type, engines to drive 20 kw. generators.

**Discharge Pipe.**—U. S. Engr., Trust Co. Bldg., Galveston, Tex.—Receives bids Oct. 24 for 10 sections discharge pipe.

**Dredging and Rock Excavation.**—U. S. Engr., Philadelphia, Pa.—Receives bids Nov. 7 for dredging and rock removal in Delaware River.

**Foods and School Supplies.**—Dept. of Education, office of Board of School Commrs., Madison and Lafayette Ave., Baltimore, Md.—Receives bids Oct. 26 at office of City Register for foods and cooking supplies for new Western High School; gymnasium equipment and athletic supplies for new Western High School and new Baltimore City College; Wm. F. Broening, Pres. Board of Awards.

**Furnace.**—U. S. Engr., Huntington, W. Va.—Receives bids Oct. 20 for hot air furnace.

**Furniture.**—Pur. Agt., P. O. Dept., Washington, D. C.—Receives bids Oct. 26 for case and table for short letters, 1 dumping table, 1 newspaper case and table.

**Gasoline.**—U. S. Engr., Norfolk, Va.—Receives bids Oct. 26 for 5000 gal. gasoline and 500 gal. kerosene.

**Hubdometers.**—Pur. Agt., Post Office Dept., Washington, D. C.—Receives bids Oct. 26 for 6 hubdometers.

**Levee.**—Mississippi River Comsn., Fourth Dist., W. H. Holcombe, Major Corps of Engrs., River Front at Burdette St., New Orleans, La.—Receives bids Oct. 21 for following:

**Lafourche Levee Dist.**—building new levee, location changed, Point Houmas Levee, Ascension Parish, 55,000 cu. yds.; new work, Winchester Levee, St. James Parish, about 94,000 cu. yds.; new work in Brookstown Levee, St. James Parish, 120,000 cu. yds.

**Lighting of Flying Field.**—City Council of City of Greensboro, N. C.—Receives bids Oct. 25 for lighting flying field, Guilford Airport, Guilford County, near Friendship; Grady L. Bain, Engr., Guilford Airport; G. C. Elchorn, Purchasing Agent.

**Lubricators.**—Pur. Agt., P. O. Dept., Washington, D. C.—Receives bids Oct. 26 for 50 semi-automatic air pressure lubricators.

**Miscellaneous Supplies.**—Panama Canal, A. L. Flint, Gen. Pur. Officer, Washington, D. C.—Receives bids Oct. 27 for following, Circ. No. 1834:

**Iron, steel, brass, bronze, copper, lead, welded pipe, cast-iron water pipe, brass and copper tubing, wire rope, wire, track bolts, clocks, adding machine paper, etc.**

**Miscellaneous Supplies.**—Bureau of Supplies and Accounts, Navy Dept., Washington, D. C.—Receives bids Nov. 1 for braces, clamps, slippers, coppers, soldering, counter sinks, cutters, spikes, vices, etc. Sch. 7885.

**Needles.**—Purchasing Division, Department of Agriculture, Washington, D. C.—Receives bids Oct. 21 for 1,000 tubes Schimmel type dental needles and 500 chucks for same.

**Office Machines, etc.**—Chemical Warfare Service, Edgewood Arsenal, Md.—Receives bids Nov. 5 for automatic key punching machine, sorting machine, one 7-unit printing tabulator, 3 grand total devices and 1 connection box on Oct. 22 for 4 display cabinets.

**Paint.**—Quartermaster, Fort Eustis, Va.—Receives bids Oct. 21 for 750 gals. white, and 100 gals. green paint; 110 gals. raw linseed oil, 55 gals. turpentine.

**Painting.**—Supervising Architect, Treasury Dept., Washington, D. C.—Receives bids Nov. 1 for repainting post office at Salisbury, Md.

**Paving.**—Frankfort, Ky. See Construction News—Roads, Streets, Paving.

**Paving.**—Hot Springs, Ark. See Construction News—Roads, Streets, Paving.

**Pipe and Elbows.**—U. S. Engr., Trust Co. Bldg., Galveston, Tex.—Receives bids Oct. 24 for 2 discharge pipes, complete, and 4 discharge elbows.

**Printing, etc.**—State Board of Control, Printing Div., Austin, Tex.—Receives bids Nov. 1 to furnish stationery, printing and binding for all departments and institutions for State of Texas from Jan. 1, 1928 to Dec. 31, 1928.

**Removing Wreck.**—U. S. Engr., Jacksonville, Fla.—Receives bids Oct. 27 for removing sunken barge from St. Johns River.

**Road Protection.**—Bay Saint Louis, Miss. See Construction News—Roads, Streets, Paving.

**Road.**—State of Kentucky receives bids for 3 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Belzoni, Miss. See Construction News—Roads, Streets, Paving.

**Road.**—Palestine, Tex. See Construction News—Roads, Streets, Paving.

**Screws.**—Pur. Agt., Post Office Dept., Washington, D. C.—Receives bids Oct. 26 for 68,000 hexagon head cap screws.

**Screws.**—Pur. Agt., P. O. Dept., Washington, D. C.—Receives bids for 530 gro. round head wood screws.

**Sewers.**—City of Lynn Haven, Fla., A. L. Kline, Mayor.—Receives bids Oct. 26 for furnishing all materials and doing all work for construction of complete sanitary sewer system; O. H. Lang, Consult. Engr., Moultrie, Ga.

**Shirting.**—Marine Corps, Quartermaster Dept., Washington, D. C.—Receives bids Nov. 4 to furnish 350,000 yds. cotton khaki shirting; delivery Philadelphia, Pa. Sch. 1197.

**Shirting.**—U. S. Marine Corps, 1100 S. Broad St., Philadelphia, Pa.—Receives bids Nov. 4 for 350,000 yds. cotton khaki shirting.

**Street.**—Johnson City, Tenn. See Construction News—Roads, Streets, Paving.

**Street.**—Paris, Ark. See Construction News—Roads, Streets, Paving.

**Street.**—Lexington, N. C. See Construction News—Roads, Streets, Paving.

**Street.**—Lynn Haven, Fla. See Construction News—Roads, Streets, Paving.

**Valves.**—U. S. Engr., Trust Co. Bldg., Galveston, Tex.—Receives bids Oct. 21 for cast steel flap valve.

**Vault.**—Office of Public Buildings and Public Parks of the National Capital, Washington, D. C.—Receives bids Oct. 24, Room 1613, Navy Bldg., to construct fireproof and burglar proof vault in Navy Building, Washington.

**Vegetable Peeling Machine.**—U. S. Veterans Bureau, Supply Div., Washington, D. C.—Receives bids Oct. 26 for 25 lb. capacity potato peeler.

**Water Works.**—City of Lynn Haven, Fla., A. L. Kline, Mayor.—Receives bids Oct. 26 for furnishing all materials and doing all work for complete construction of water works; O. H. Lang, Consult. Engr., Moultrie, Ga.

**White Way.**—City of Gulfport, Miss.,

Florence Cassibry, Clk.—Receives bids Oct. 27 for installing white way system.

**X-Ray Equipment.**—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Oct. 25 for x-ray equipment.

## Trade Literature

### Flange Charts for Engineers.

A valuable aid to engineers or draftsmen concerned with the design of forged steel flanges for piping, tubing, pressure vessels, tanks, penstocks, etc., has recently been published by the American Spiral Pipe Works in the form of a set of charts, which enable a graphical solution of the new Waters formula for the design of any plain or hub flange from 4 to 100 inches in diameter. They are the result of tests made by the works to determine the actual strength of flanges of various shapes. Prof. E. O. Waters of Yale University became associated with the tests and developed from a theoretical viewpoint a formula which checked accurately with the results obtained on the testing machines. These charts are in two sections, the first covering plain ring flanges from 4 to 40 and from 40 to 100 inches' diameter; the second section covers stresses in high or low hub forged steel flanges from 4 to 100 inches. Engineers may obtain them by addressing Taylor Forge Division American Spiral Pipe Works, Box 485, Chicago, Ill. Other data are also available.

### Tests on Corrugated Culverts.

The Armco Culvert Manufacturers Association, Middletown, Ohio, has published a booklet that will answer the first question which an engineer asks of any type of construction or design, viz., "What load will it safely carry?" It is entitled "Basing Confidence in Culvert Strength on Engineering Facts," and the sub-title is "How tests have explained what practice has proved regarding the strength of Armco corrugated culverts." There are complete and numerous illustrations and full particulars are given concerning tests, while pictures show in sundry instances how these culverts withstand the most rigorous conditions.

### About Gardens and Home Grounds.

The Howard-Hickory Company, nurserymen and landscape gardeners, Hickory, N. C., have published an interesting and useful catalogue of ornamental plants and valuable fruits for the season of 1927-28. It is beautifully illustrated and conveys to the reader many valuable hints and suggestions. Another publication of theirs is "Solving Your Landscape Problems." In this booklet one is told about how to properly set off house and grounds to the best advantage by attractive planting of evergreens, shrubs, etc.

### Particulars About Oil Heating.

"Oil Heating, the Modern Miracle of Comfort," is the title of a fine, illustrated book of 80 pages, published by the Oil Heating Institute, 350 Madison avenue, New York city. It tells about how to select oil-heating equipment and it was written by Lead D. Becker, managing director of the institute, and others. Appended are descriptions and illustrations of the oil-heating equipment made by manufacturers who are members of this institute. They cover 27 different kinds of oil-heating apparatus, showing each as installed.

### Claude Neon Lights Catalogue.

Claude Neon Lights, Inc., 50 East 42d street, New York city, have issued a fine catalogue giving full particulars about Neon Lighting. These lights, which are of the glowing tube type, are used extensively for advertising purposes, both night and day, in large cities of this country and abroad, and it is said that the penetration of the Neon Light is the greatest known; it is even visible through fog, and is used in marking the aeroplane routes from London to Paris, as well as the great landing field at Croydon, England. It is also employed in Great Britain for lighthouse beacons and for craft plying on the English Channel. The lights may be of various desirable colors. The pictures in the catalogue show them. A small folder also gives much desirable information.

### Novo Pumping Handbook.

A copy of the new Novo Pumping Handbook just off the press has been received from the Novo Engine Company, Lansing, Mich. It is a companion of the well-known Novo Hoisting Handbook and, like it, is a pioneer effort in this type of practical informative reading matter. Its publication was inspired as a result of the widespread interest and demand for the hoisting handbook. The pumping handbook contains comprehensive and valuable information about pumps and pumping work. Both ordinary and unusual problems are considered and discussed, accompanied by suitable illustrations and diagrams. Tables, rules and much other practical information are included.

### "Industrial Piedmont."

The Greensboro Chamber of Commerce, Greensboro, N. C., has issued in a little folder vest-pocket maps of North Carolina and South Carolina, showing improved automobile roads near Greensboro, the principal through automobile routes, railroad lines, trade centers and industrial development of adjacent regions. There is also considerable data concerning "Industrial Piedmont."

## Book Review

**How to Finance Home Life.** By Elwood Lloyd, IV. New York: The B. C. Forbes Publishing Co. 1927. Cloth. Gilt. Pp. 238.

The author of this book, who is financial editor of the Los Angeles Evening Herald, gives in its pages a timely tribute to the home and home life. In the preface he quotes President Calvin Coolidge as saying: "So long as a people hold the home sacred they will be in possession of a strength of character which it will be impossible to destroy." There are a dozen of chapters in which are treated consecutively the various problems which come up regularly in the life of every home-owner or would-be home-owner. It is pointed out that courageous and self-respecting economy are essentials in the management of a home, and the reader is amply warned of the foolishness of trying to "keep up with" one's neighbors who may be better off in this world's goods. Providing a budget for children, for building a home, for insurance, for investments—all are adequately discussed and advice given. The need of providing for old age is another subject that is treated with due consideration and acumen. In fact, the little volume might be described as a compendium of facts essential to successful home life, conduct and contentment. It should be read by everyone interested in having an individual home and especially by young married folks.



## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers, whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### Mundy Agents in Central Ohio.

The Mundy Sales Corporation, distributors for the J. S. Mundy Hoisting Engine Company, 30 Church street, New York city, have appointed the Milburn Machinery Company of Columbus, Ohio, as exclusive agents for Mundy products, including the new patent three-speed hoist, for Central Ohio sales territory.

### Navy Surplus Material to Be Sold.

Elsewhere in this issue formal announcement is made that there will be an auction sale of navy surplus and surveyed material at the navy yard, Philadelphia, Pa., on November 15, which will include ferrous and non-ferrous metals, voice tubing, life jackets, engines, switchboards, pumps, boats, musical instruments, machinery, electrical material, lamps and lanterns and much other goods as mentioned in the advertisement. Catalogues may be obtained from the supply officer at the navy yard in Philadelphia or else from the Bureau of Supplies and Accounts, Navy Department, Washington, D. C.

### Economical and Handy Saw Rig.

A newly designed portable saw rig, "The Durex," was recently put on the market by C. I. Longenecker, 251 Reed street, Milwaukee, Wis., and it is claimed that its use means considerable to contractors in the way of easier handling, greater production, more widely varied uses and safer operation. As the table tilts, it is possible to use the unit in many ways and the saw travels in a straight line, with the same cutting depth for the entire length of the stroke, greatly increasing cutting capacity. The rig is operated with an eight-horsepower, two-cylinder LeRoi gas engine mounted under the table, where it is fully protected. The saw is also fully guarded.

### Patent Infringement Suit Dismissed.

The Dayton Sure Grip and Shore Company, Dayton, Ohio, in a letter to the MANUFACTURERS RECORD, says: "The suit instigated two years ago by the Bull-Dog Sleeper Grip Company of Winterset, Iowa, against the Dayton Sure Grip and Shore Company for infringement of patent was dismissed October 1 by the plaintiff."

### Military Reservation to Be Sold.

Announcement is made elsewhere in this issue by the War Department that the land known as the Ferry Point Military Reservation on the Elizabeth River, Norfolk, Va., will be sold by sealed bids on November 18. The area is about 2 3/4 acres and is suitable for warehouses, industrial plants or a water terminal. Additional facts will be found in the advertisement.

### J. I. Case Announces Industrial Tractor.

An announcement of more than usual interest is made by the J. I. Case Threshing Machine Company of Racine, Wis., to the effect that they are now placing upon the market a new industrial tractor which is intended for use in factories, railroad shops, freight terminals, oil fields, lumber yards, parks, logging camps, etc., as well as for road building and maintenance work or anywhere else that reliable and efficient mechanical power is required. The machine has been built compact and low, so that it can go through gateways and doorways, up ramps, on elevators and in all manner of tight places. Its low center of gravity gives it great stability; it works on steep slopes and it can go under low, overhanging obstructions. It can turn in a ten-foot circle. It is rated at 12 horsepower on the drawbar and 20 horsepower on the belt, with great surplus for emergencies.

### Gas, Coal Tars, Fuel, Etc., From Distillation of Coal.

The F. J. Lewis Manufacturing Company, which is now a subsidiary of the International Combustion Engineering Corporation, having been lately acquired by it, owns and operates six plants located, respectively, in Granite City, Ill.; Chicago, Ill.; Dover, Ohio; Fairmont, W. Va.; Chattanooga, Tenn., and Newark, N. J. Among their products are pitch, roofing felt, roofing paper, coal tar, all coal-tar derivatives, road tars, creosote oils and naphthalene, as well as special coke for use in the aluminum industry. In addition to this, a subsidiary of the company owns and operates 1560 tank cars for the transportation of these tars, fuel oil, petroleum products, gasoline, alcohol, fish oil, benzol and toluol. These tank cars go into almost every branch of industry that transports liquids. As previously noted in these columns, the International Combustion Engineering Corporation, through its subsidiary for the low-temperature distillation of coal, has contracted recently with the Public Service Corporation of New Jersey to build a plant at New Brunswick, N. J., to deliver to the latter 10,000,000,000 cubic feet of gas in the next ten years, and as a by-product will get the tars, which have been contracted for by the Lewis company, also a domestic fuel, a residue of coal distillation by the K. S. G. process, which is owned by the combustion corporation. Thus this corporation, through its various subsidiaries, produces and markets illuminating gas and distributes the by-products of its manufacture. In acquiring the Lewis company as a vehicle of distribution for the by-products of coal it completes the last link in this structure looking toward the utilization of everything there is in the coal, and still retaining a high-grade fuel for either domestic or industrial use, as may be desired. By the K. S. G. process a domestic fuel is produced and by the McEwen-Runge process, which has been in successful experimental operation for many months, a boiler fuel is produced. In both cases by-products which enter into numerous industries as raw material are recovered and sold. Headquarters of the International Combustion Engineering Corporation are at 200 Madison avenue, New York city.

## \$1,000,000 Expenditure on Texas Colonization Project—Same Interests Purchase 225,000 Acres in South Texas.

According to an announcement at San Antonio, Texas, the San Antonio Suburban Irrigated Farms, organized by J. E. Jarratt, C. H. Kearny and associates, have purchased the properties of the Medina Valley Irrigation Company and plan an expenditure of approximately \$1,000,000 for carrying out a big colonization project. The purchasing company wires: "Work under way cleaning up project, constructing new canals and roads, with especial attention to building modern towns at Macdona and Natalia, under supervision of C. H. Kearny, Frost National Bank Building, this city, who was chief engineer for the construction of the irrigation system. Charles F. C. Ladd is in charge of colonization and will sell through organization of 2000 agents. First excursion October 25 and each week thereafter." The purchase of this property and its continued development by the new company is said to be one of the most important transactions ever consummated in Southwest Texas. The deal is reported to involve 40,000 acres, of which 8000 acres have already been sold.

Of similar purport is another big land deal near San Antonio, in which the Winter Garden Farms, Inc., of San An-

tonio, controlled by the same interests identified with the San Antonio Suburban Irrigated Farms, purchased the big Taft-Catarina ranch in Dimmit and Webb counties, about 120 miles south of San Antonio and 70 miles north of Laredo. The property comprises about 225,000 acres, located on the lines of the old Asherton and Gulf Railroad, now a part of the Missouri Pacific system.

### Authorizes \$1,000,000 Additional Expenditure.

The board of directors of the Chesapeake and Potomac Telephone Company, Washington, D. C., has authorized the expenditure of more than \$1,000,000 for additions and improvements in Maryland, District of Columbia, Virginia and West Virginia. This additional authorization brings the total expenditures of the company for the present year to more than \$8,500,000, of which \$3,230,321 has been apportioned to Maryland, \$1,699,070 to Virginia, \$1,697,550 to West Virginia and \$2,110,263 to the District of Columbia. Of the amount recently authorized, \$363,000 will be expended in Maryland, \$248,000 in Virginia, \$252,000 in West Virginia and \$312,790 in the District of Columbia. Proposed improvements will include new pole lines, long-distance wire extensions, air and underground facilities and additions to switchboards and other equipment.

### Baltimore Firm Secures Marble Contract for \$50,000,000 Building.

Contract has recently been awarded to the Beaver Dam Marble Company of Baltimore, operating quarries at Cockeysville, Md., for exterior building marble to be used in the proposed \$50,000,000 Fisher Building, in Detroit, first unit of which is under construction. This is said to be one of the largest single contracts for exterior building marble ever awarded, while the building in which the material will be used will be one of the largest in this country, reaching a height of 58 stories and covering a city square.

The first unit, it is understood, will require the delivery of more than \$1,000,000 worth of marble within the next six months. To meet this requirement, the Beaver Dam Company will have the co-operation of the James O'Meara Company and the Hilgartner Marble Company, both of Baltimore, in cutting and fabricating the marble, each operating its plant on a 24-hour basis. New equipment to cost \$100,000 will be installed by the O'Meara Company, while the Beaver Dam Company will also greatly augment its facilities. To man the new machinery and to operate full time more than 300 workers are expected to be employed.

The building is being erected on Grand boulevard facing the General Motors Building, and is being promoted by Fisher Brothers of Detroit. Albert Kahn, Detroit, is the architect and the Thompson-Starrett Company of New York general contractor. H. C. Blake is the engineer in charge.

### "The South Is Surging Forward."

"The South is most prosperous," says Caldwell & Co., Nashville, in their Economic Review for October. "We are more optimistic over the outlook for the South than for the country as a whole. In this opinion, statistics bear us out. For instance, bank debits for the country as a whole are about 6½ per cent larger than they were a year ago; but, for the South Central States they are more than 15 per cent above last year. The South is now producing a larger percentage of the country's total output of coal, oil and hydro-electric power than ever before, and without these three essentials we may say that no progress is possible either in the South or out of it. In producing oil, coal and power, the South is not only raising itself, but also is materially contributing to the progress of civilization.

"Furthermore, in producing these essentials in large quantities at low cost, the South is attracting new industries to this section and it is because we have these fundamentals of progress that the South is surging forward."

### Things Improving in Florida.

Paul W. McKee, president of the Florida Reo Company, writing from Orlando under date of October 8 gives encouraging news in regard to the improvement in business taking place in that section. On this subject he says:

"Have only had the pleasure of reading your magazine for the past six weeks or two months, yet I believe it is the best magazine I have ever read to acquire information as to what is going on in the Southern States. I enjoy it very much and do not believe I could get along without it after having seen it for these few weeks.

"I have noticed quite a few articles from different points in Florida, and all these places seem to be improving and pushing forward. I have lived in Orlando for the past eight years and have seen conditions better than they are at present, but I have also seen conditions worse. Our business has picked up wonderfully in the last 30 days and we are looking forward to the selling of a lot of cars and trucks in the central part of Florida. We are believing in Florida so strongly that we are going to open a branch at Daytona

Beach. We are now supporting one at Leesburg which has done very well. We believe all lines of business are going to enjoy a healthy increase from now on. The people in Orlando and surrounding territory seem to be spending more money than they have for the past 18 months, and everyone talks cheerfully. Many are increasing their facilities to take care of the expected business this winter. All our hotel proprietors are well prepared to care for tourists and give them the best of service. We know that all the tourists who come to Florida this winter will enjoy their visit more than ever before."

### Rapid Rise of a Southern Banker.

After leaving the presidency of the Bankers Trust Company of Little Rock, Ark., January 1, 1926, to become first vice-president of the National Park Bank of New York, Charles S. McCain has been elected president of the latter institution and now is said to be the youngest bank president in New York, being 43 years old. Mr. McCain is a member of the executive council of the American Bankers Association and a member of the Reserve City Bankers Association. Among those who sent congratulations to Mr. McCain were President Rudolph Hecht of the Hibernia Bank and Trust Company and President J. P. Butler of the Canal Bank and Trust Company, both of New Orleans, and W. L. Hemmingway, vice-president of the National Bank of Commerce, St. Louis.

### Sugar Refinery Addition at Kansas City.

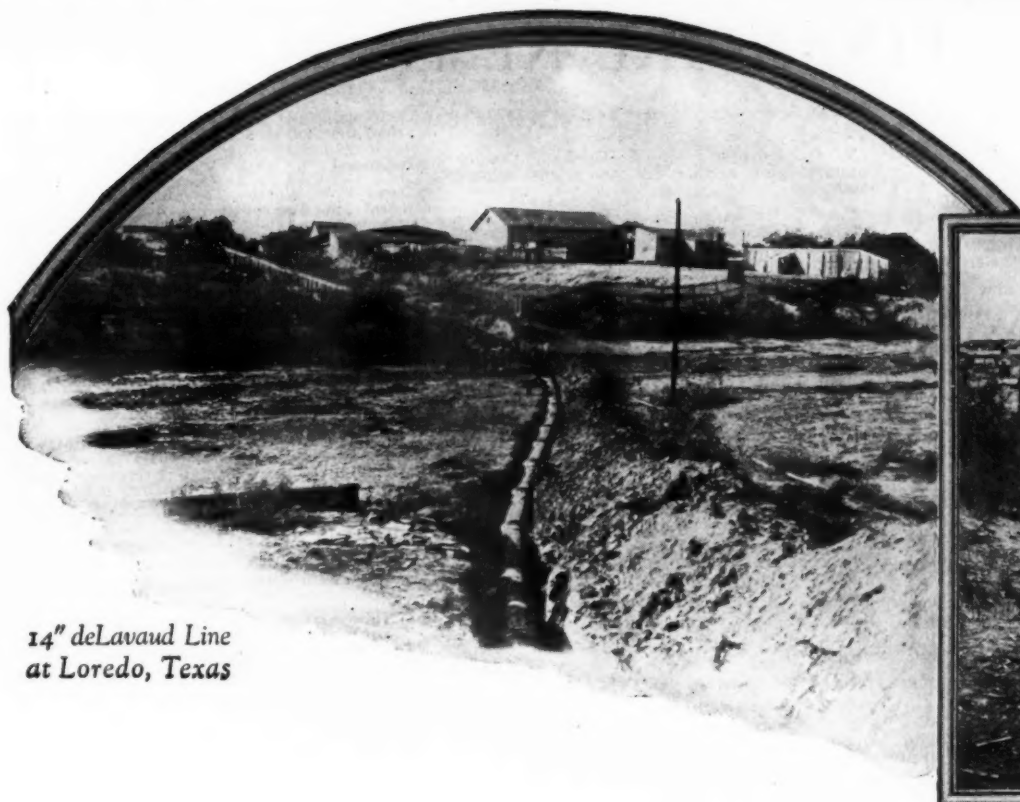
Plans are being made by the Corn Products Refining Company to build a sugar refinery as an addition to its plant in North Kansas City, Mo., at a reported cost of more than \$1,000,000. The company wires from its Chicago office that no drawings have been made as yet for the proposed addition but that the Bedford Construction Company, Chicago, are the engineers and contractors. The new refinery, it is said, will add at least two additional buildings to the company's group and will be equipped for the production of 200,000 pounds of corn sugar per day, requiring a daily intake of 10,000 bushels of corn. The plant is expected to add 200 employes to the company's payroll, which at present, it is said, contains the names of from 500 to 600. Products of the present North Kansas City plant include Karo syrup, Mazola salad oil, stock feeds and crude sugar.

### Bidders on \$800,000 Baltimore Project.

As previously announced, construction bids will be received until October 26 for the erection of the proposed addition to the building at Calvert and Redwood streets, Baltimore, for the United States Fidelity and Guaranty Company. The following contractors are estimating: Cogswell-Koether Company, Frainie Brothers & Haigley, M. A. Long Company, Consolidated Engineering Company, B. F. Bennett Building Company, John Hiltz & Sons Company, North-Eastern Construction Company, Charles L. Stockhausen Company, Morrow Brothers, Henry Smith & Sons Company, George A. Fuller Company, all of Baltimore; F. V. Warren Company, Cramp and Company, Irwin & Leighton and Turner Construction Company, all of Philadelphia; Hegeman-Harris Company, Inc., and the White Construction Company, both of New York.

The proposed addition, which is estimated to cost \$800,000, will consist of five additional stories to a 7-story building and increasing a rear section to 12 stories. It will be fire-proof, of steel and concrete, 40 by 157.6 feet, with slag roof and floors finished in mastic. Wyatt & Nolting are the architects; Herman F. Doeleman, structural engineer, and Henry Adams, mechanical engineer, all of Baltimore.





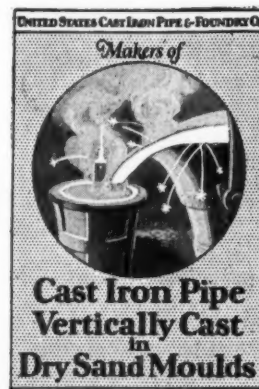
14" deLavaud Line  
at Laredo, Texas



## deLavaud Centrifugal Cast Iron Pipe in large diameters

OVER two and three quarter million lengths of deLavaud centrifugal pipe are now installed, in diameters from 4" to 20".

The many satisfied users find that the ease of handling deLavaud pipe is particularly true in the larger sizes—on account of its self centering bell, and its lighter weight which, of course, is proportionately greater as the size of the diameter increases.



Write for special literature covering the manufacture and use of deLavaud centrifugal pipe.

# United States Cast Iron Pipe

### SALES OFFICES

Philadelphia: 1421 Chestnut St.  
Chicago: 122 So. Michigan Blvd.  
Birmingham: 1st Ave. & 20th St.  
Buffalo: 957 East Ferry Street  
Cleveland: 1150 East 26th Street  
Minneapolis: 6th St. & Hennepin Ave.

New York: 71 Broadway  
San Francisco: 3rd & Market Sts.  
Pittsburgh: 6th & Smithfield Sts.  
Dallas: Akard & Commerce Sts.  
Kansas City: 13th & Locust Sts.

## and Foundry Company

General Offices:

**Burlington, New Jersey**

## FINANCIAL NEWS

## Bond Issues Proposed

Ark., Little Rock—Drainage—Old River Drainage Dist., Commrs. Pulaski and Lonoke Counties, plan \$100,000 bond issue.

Ark., Pine Bluff—Airport—City, Mayor Toney, defeated \$75,000 bond issue. 9-22

Fla., Bartow—Highway—Polk County Commrs. will call election on \$100,000 bonds.

Fla., Fort Pierce—Inlet—St. Lucie County votes Oct. 25 on \$650,000 bonds. Address Inlet Commrs. 9-1

Fla., Monticello—School—Jefferson County Board of Public Instruction, W. M. Scruggs, Supt., receives bids Oct. 25 for \$85,000, 6%, \$500 denom. bonds; \$50,000, Aucille School Dist.; \$35,000, Wacissa School Dist.

Fla., Palm City—Bridge—Martin County Commrs., Stuart, plan \$125,000 bond election.

Ga., Forsyth—School—Monroe County votes Nov. 12 on \$50,000 bonds. Address County Board of Public Instruction.

Ky., Clifton—Sewer—City votes in Nov. on \$50,000 bonds. Address City Clk.

Ky., Fort Thomas—Sewers—City, Gertrude Leicht, Clk., receives bids Nov. 1 for \$100,000 4½%, \$1000 denom. bonds.

Ky., Frankfort—Franklin County Fiscal Court plans selling \$200,000 bonds. Address County Commrs.

Ky., Louisville—Bridge—City votes Nov. 8 on \$5,000,000 bonds; J. J. Kunz, City Comptroller. 9-29

Ky., Paducah—Sewer—City, J. N. Bailey, Mayor, votes Nov. 8 on \$300,000 bonds. 10-6

Ky., Williamstown—Water Works—City votes Nov. 7 on \$50,000 bonds. Address City Clk.

La., Bastrop—Road—Morehouse Parish Road Dist. No. 1, voted \$305,000 bonds; Lester White, Parish Engr. 9-22

La., Lake Charles—Road—Calcasieu Parish Police Jury plans bond election in Ward No. 6.

La., New Orleans—School—Orleans Parish School Board, A. J. Tete, Sec., receives bids Nov. 8 for \$2,000,000 \$1000 denom., not to exceed 5% bonds.

La., Vinton—Sewer—City, C. Andrews, Clk., contemplates \$50,000 bond issue; Henry A. Mentz, Const. Engr., Hammond.

La., Westwego—Paving—City, V. A. Pitre, Mayor, receives bids Nov. 4 for \$200,000 \$1000 denom., not to exceed 6% bonds; Henry Verliengen, Clk. 9-29

Miss., Ashland—Road—Benton County Board of Supvrs. may call \$75,000 bond election.

Miss., Gulfport—Drainage—Bayou Bernard Drainage Dist. Comm., J. B. Converse, Engr., plans selling \$300,000 bonds. 9-8

Miss., Jackson—Improvement—City, Walter A. Scott, Mayor, voted \$210,000 bonds; \$75,000, airport; remainder to improve municipal auditorium, flood control of Town Creek, improve park, erect crematory. 9-1

Miss., Kosciusko—Road—Attala County, Beat 1, voted \$70,000 bonds. Address County Commrs.

Miss., Laurel—Road, Bridge—Jones County, Beat No. 2, votes Nov. 1 on \$75,000 bonds. Address Board of Supvrs.

Miss., McCool—Sidewalks—Town votes Oct. 31 on \$8000 bonds. Address The Mayor.

Miss., Meridian—Road—Lauderdale County voted \$800,000 bonds. Address Board of Supvrs. 9-22

Miss., Meridian—Road—Lauderdale County Board of Supvrs. receives bids Oct. 26 for \$200,000 bonds.

Miss., Piquette—School—City votes Nov. 1 on \$80,000 bonds. Address The Mayor.

Miss., Vicksburg—Road—Warren County Highway Comm. plans bond election in Nov.; E. J. Tucker, Engr., Bonnell Bldg.

Mo., Kansas City—Airport—City, H. F. McElroy, Mgr., may vote in Dec. on \$1,000,000 bonds. 9-8

N. C., Charlotte—Courthouse, Jail—Mecklenburg County Commrs., F. M. Gresham, Clk., plans \$800,000 bond issue.

N. C., Concord—Cabarrus County Commrs. plan selling in near future \$10,000 bonds.

N. C., Druid Hills, Hendersonville—Water

Works, Sewer—City votes Nov. 1 on \$75,000 bonds.

N. C., Durham—School—Durham County Commrs. plan selling \$20,000 Glenn School bonds.

N. C., Durham—Tuberculosis Hospital—Durham County defeated \$250,000 bond issue. Address County Commrs. 7-28

N. C., Greensboro—Underpass, Street, etc.—City Comm. receives bids Oct. 25 for \$1,905,000 bonds.

N. C., Lexington—Funding—Davidson County, J. W. Dickens, Jr., Clk., receives bids Nov. 7 for \$150,000, 4½ or 4¾%, \$1,000 denom. bonds.

N. C., Marshall—Road—Madison County votes Nov. 7 on \$15,000 bonds. Address County Commrs.

N. C., Mt. Airy—Water Works—Town, F. M. Poore, Clk., receives bids Oct. 25 for \$195,000 5% \$1000 denom. bonds.

N. C., Siler City—Town, B. P. Reitzel, Clk., receives bids Oct. 24 for \$40,000 5½%, \$1000 denom. bonds; \$20,000, street; \$20,000, water works, sewer.

Okla., Ada—Water Works—City, Somer Jones, Mayor, votes Oct. 25 on \$425,000 bonds.

Okla., Ada—School—City, Mayor Jones, votes Oct. 25 on \$190,000 bonds.

Okla., Frederick—Road—Tillman County Commrs. may call election soon on \$600,000 bonds.

Okla., Muskogee—Gas Line—City, W. H. Cavanaugh, Clk., may call election on \$150,000 bonds; A. F. McGarr, Mgr.

Okla., Oklahoma City—Improvement—City, E. M. Fry, Mgr., considering \$4,375,000 bond issue: \$1,000,000, conduit; \$2,500,000, storm sewers; \$500,000, river improvement; \$100,000, fire department improvement; \$250,000, sanitary sewers; \$25,000, traffic signal lights; B. M. Hart, City Engr.

Okla., Oklahoma City—Bridge—City, E. M. Fry, Mgr., considering bond issue; B. M. Hart, City Engr.

Okla., Tipton—Water Works—City Comm. may call election in near future on \$10,000 bonds. Address City Clk.

Okla., Wewoka—Fire Station, Municipal Park—City Comm. proposed \$100,000 bond issue.

S. C., Edgefield—Highway—Edgefield Co. Highway Comm., J. W. Cox, Sec., receives bids Oct. 25 for \$150,000 \$1000 denom., not to exceed 5% bonds.

S. C., Sumter—School—Board of Trustees, Highway School Dist. No. 32, Lee & Moise, Attorneys, receive bids Oct. 21 for \$10,000 5½% \$1000 denom. bonds.

S. C., Walterboro—Highway—Colleton County, Coastal Highway Dist., E. T. H. Shafer, Sec., plans receiving bids for \$2,000,000, 4½% bonds.

Tenn., Greenfield—Town plans \$100,000 bond issue; \$50,000, streets; \$50,000, sewerage. Address Town Clk.

Tenn., Nashville—Sewer—City, Hilary E. Howse, Mayor, authorized issuing \$300,000 bonds.

Tenn., Pulaski—Road—Giles County Court plans receiving bids Nov. 17 on \$300,000 bonds; W. F. English, Clk.

Tex., Bastrop—Road—Bastrop County, Red Rock Community, Road Dist. No. 8, voted \$60,000 bonds. Address County Commrs. 9-8

Tex., Beaumont—Jefferson County votes within six weeks or two months on \$4,000,000 to \$5,000,000 bonds; \$1,000,000, courthouse and jail, bridge and highway; B. B. Johnson, County Judge. 10-6

Tex., Beeville—Road—Bee County votes Nov. 19 on \$550,000 bonds. Address County Commrs. 10-6

Tex., Clinton—School—Clinton School Dist. No. 16 voted \$100,000 bonds. Address Board of Trustees. 9-22

Tex., Corpus Christi—Nueces County Commrs. Court may issue \$1,500,000 bonds to increase wharfage and terminal facilities of port of Corpus Christi; Robert Driscoll, Chmn. Nueces County Navigation Comm.

Tex., Edinburg—Road—Hidalgo County, Road Dist. No. 1, votes Nov. 10 on \$4,000,000 bonds. Address County Commrs. 10-6

Tex., Edinburg—Road—Hidalgo County Commrs. may issue bonds for Taylor Dist. Independent Road Dist., No. 3.

Tex., Edna—Road—Jackson County Com-

missioners Court granted permit for creation of road district in southern end of county, to vote on \$80,000 bonds. Address County Commissioners.

Tex., Fort Worth—Tarrant County, Water Control and Improvement Dist. No. 1, voted \$6,500,000 bonds; Dave Shannon, County Judge. 9-8

Tex., Goliad—Road—Goliad County, J. A. White, County Judge, votes Nov. 19 on \$400,000 bonds. 10-18

Tex., Greenville—Courthouse, Jail—Hunt County voted \$400,000 bonds. Address County Commrs. 9-15

Tex., Hereford—City Hall, Fire Station—City voted \$25,000 bonds; E. S. Ireland, Mayor. 9-29

Tex., Houston—Road—Harris County, C. C. Washburn, County Auditor, plans selling \$2,000,000 bonds; Norman Atkinson, County Judge.

Tex., Houston—Improvement—City, J. C. McVea, City Engr., receives bids Dec. 14 for \$2,625,000 bonds.

Tex., Houston—Navigation—R. S. Sterling, Chmn., Navigation Board, Court House, receives bids Oct. 27 for \$1,250,000, 5% Harris County Dist. bonds.

Tex., Jasper—City, A. L. Black, Mayor, voted \$250,000 bonds; \$110,000, water works; \$75,000, street; \$65,000, sewer. 9-29

Tex., Kerrville—Paving—City, A. T. Adkins, Mayor, considering bond issue.

Tex., Kingsville—Road—Kleberg County Commrs. Court may call election on \$350,000 bonds. Address County Commrs.

Tex., Leakey—Road—Real County Commrs. Court plans \$273,000 bond issue. Address County Commrs. 10-6

Tex., Mission—School—Mission Independent School Dist. votes Oct. 27 on \$30,000 bonds. Address School Trustees.

Tex., Panhandle—School—Panhandle Inde-

(Continued on page 122)

## The Man Who Buys Best

Must have at hand all sources of supply. He needs *Thomas' Register*, a volume of 4500 pages, 9x12—it instantly furnishes a complete list of the American manufacturers for any article or kind of article. More than 70,000 classifications.

It aims to completely cover all lines and to classify all manufacturers regardless of advertising or other patronage. The only work that meets these specifications. Of course, it is not a "free distribution" publication.

In use in the Purchasing Departments of more than 25,000 of those important concerns which demand the best—price \$15.00 and worth more.

THOMAS PUBLISHING CO.  
461 Eighth Avenue, New York City



**\$2,000,000**  
**Orleans Parish, Louisiana**  
**ORLEANS PARISH SCHOOL BOARD**  
**SCHOOL BONDS**

Sealed proposals will be received by the Orleans Parish School Board of Orleans Parish, Louisiana, at its office, in the City of New Orleans, Louisiana, until 8:00 o'clock P. M.,

**NOVEMBER 8, 1927**

for \$2,000,000 School Bonds of said Orleans Parish School Board of Orleans Parish, Louisiana, dated December 1, 1927, of the denomination of \$1,000 each, and maturing as follows:

\$29,000 Dec. 1, 1936,	\$30,000 Dec. 1, 1937,	\$32,000 Dec. 1, 1938,
\$33,000 Dec. 1, 1939,	\$34,000 Dec. 1, 1940,	\$36,000 Dec. 1, 1941,
\$38,000 Dec. 1, 1942,	\$40,000 Dec. 1, 1943,	\$42,000 Dec. 1, 1944,
\$44,000 Dec. 1, 1945,	\$46,000 Dec. 1, 1946,	\$48,000 Dec. 1, 1947,
\$50,000 Dec. 1, 1948,	\$52,000 Dec. 1, 1949,	\$54,000 Dec. 1, 1950,
\$56,000 Dec. 1, 1951,	\$58,000 Dec. 1, 1952,	\$61,000 Dec. 1, 1953,
\$64,000 Dec. 1, 1954,	\$67,000 Dec. 1, 1955,	\$70,000 Dec. 1, 1956,
\$73,000 Dec. 1, 1957,	\$76,000 Dec. 1, 1958,	\$80,000 Dec. 1, 1959,
\$84,000 Dec. 1, 1960,	\$88,000 Dec. 1, 1961,	\$91,000 Dec. 1, 1962,
\$95,000 Dec. 1, 1963,	\$100,000 Dec. 1, 1964,	\$105,000 Dec. 1, 1965,
\$110,000 Dec. 1, 1966,	\$114,000 Dec. 1, 1967.	

Both principal and interest of the bonds will be payable in gold at New Orleans, Louisiana, or at New York City, N. Y., or at Chicago, Illinois, at the option of the holder. Said bonds will be coupon bonds, registerable as to principal only.

Said bonds will be sold to the bidder offering to accept said bonds bearing the lowest rate of interest in a multiple of one-quarter of one percent, not exceeding five per centum per annum, payable semi-annually, and to pay therefor not less than par and accrued interest to date of delivery. In the event two or more bidders offer to accept said bonds at the same lowest rate of interest, then said bonds will be sold to the one of these bidders offering to pay the highest premium. A tax at the rate of one and three quarter mills on the dollar on the assessed valuation of all property within the City of New Orleans has been levied for the fiscal years 1927-1928 to 1967-1968, inclusive, to provide for the payment of the principal and interest of said bonds.

Each bid must be accompanied by a certified check upon an incorporated bank or trust company, payable to the Orleans Parish School Board of Orleans Parish, Louisiana, in the amount of two per cent of the par value of the bonds bid for which check is to be held by the School Board as evidence of the good faith of the purchaser of said bonds.

All bids must be unconditional and no bid of less than par and accrued interest will be considered. The right is reserved to reject any and all bids. Bonds will be printed by the Orleans Parish School Board at its own expense. Delivery of said bonds will be made to the successful bidder on or about December 1, 1927, and the School Board will furnish the successful bidder, free of charge, with the opinion of Messrs. Thomson, Wood and Hoffman, of New York City, approving the validity of said bonds.

**A. J. TETE, Secretary, Orleans Parish School Board**  
 Municipal Office Building, New Orleans, Louisiana

Delaware Corporations  
 Forms, Law and Pointers  
*Estimates of Cost Furnished Without Cost*  
**DELAWARE REGISTRATION TRUST CO.**  
 100 West Tenth Street  
 Wilmington, Del.

J. Ernest Smith, President and General Counsel.  
 Chas. Warner Smith, Vice-President.  
 Harry W. Davis, Secretary and Treasurer.

**Taylor, Wilson & Co. Inc.**  
 INVESTMENT SECURITIES  
**WE BUY MUNICIPAL BONDS**  
 Public officials are invited to avail themselves of our facilities for preparation of legal details.  
*Your inquiry receives prompt attention.*  
 UNION TRUST BLDG. CINCINNATI

**WE BUY MUNICIPAL BONDS**  
 We are interested in the purchase of Southern Municipals including road, school, county, drainage and levee bonds.  
**M. W. ELKINS & CO.**  
 Home Insurance Bldg. Little Rock, Ark.

**JOHN NUVEEN & CO.**  
 First National Bank Building CHICAGO  
 We purchase SCHOOL, COUNTY and MUNICIPAL BONDS. Southern Municipal Bonds a Specialty.  
 Write us if you have bonds for sale

# Your Business Romance

IN a country where the value of its manufactured products increased from \$11,407,000,000 to nearly \$63,000,000,000 in a short period of twenty-six years, there are many stories of individual achievement—of adventure in the field of business—almost of romance that fully deserves the telling. They bear upon the building up of the industries which have produced this enormous increase in values.

Going back over the years and tracing the growth and development of individual industries makes one of the most interesting and helpful forms of business literature. It serves as an inspiration and help to others and to those within the organization itself. It is a valuable advertisement.

Write the story of your business and send it to your present and prospective customers. We can print it attractively for you.

## Fleet-McGinley

INCORPORATED

Printers

Candler Building BALTIMORE  
 MARYLAND

*We print the Manufacturers Record*

# FINANCIAL NEWS

(Continued from page 120)

pendent School Dist. votes Oct. 25 on \$175,000 4½% \$1000 denom. bonds. Address School Board.

Tex., Victoria—Road—Victoria County, P. P. Putney, Judge, plans voting Nov. 19 on \$600,000 road bonds; \$300,000 refunding bonds.

Va., Danville—City, Charlton B. Strange, Auditor and Clk., receives bids Oct. 27 for \$150,000 4½% \$1000 denom. bonds; \$100,000, school; \$50,000, gas works improvement. 9-8

W. Va., Elizabeth—Road—Wirt County voted \$84,000 bonds. Address County Comms.

W. Va., Moorefield—Community Building—City voted \$13,500 bonds. Address City Clk. 10-6

## Bond Issues Sold

Ark., Little Rock—Paving—Pulaski County Comms., reported, sold \$233,000 6% Paving Dist. No. 4 bonds jointly to George H. Burr & Co., Compton Bldg., and Taussig, Day, Fairbanks & Co., Merchants Laclede Bldg., both St. Louis.

Ark., Pine Bluff—American Southern Trust Co., 223 Main St., Little Rock, reported, purchased about \$70,000 bonds at 99.02.

Fla., Tampa—Public Improvement—City Comm. sold \$906,000, 4¼% notes to Bankers Trust, New York, at par plus premium of \$90.

Ky., Carlisle—Road—Nicholas County Fiscal Court sold \$75,000 bonds to Caldwell & Co., Nashville, Tenn., at premium of \$4,139.75.

Ky., Columbia—Road, Bridge—Adair County Comms. sold \$150,000 5% coupon bonds to Caldwell & Co., 400 Union St., Nashville, Tenn., at 100.666.

Miss., Jackson—Highway—State of Mississippi, Ben S. Lowrey, State Treas., sold \$500,000 4¼% \$1000 denom. bonds to Detroit Trust Co., 201 W. Fort St., at par and premium of \$7656. 9-29

Miss., Pascagoula—School—City sold \$17,000, 5½% bonds to Meridian Finance Corp., Meridian Finance Corp. Bldg., Meridian. 10-6

N. C., Asheville—Board of Trustees, Beavertown Water and Sewer Dist., J. R. Stradley, Sec., sold \$500,000 5% bonds to Eldredge & Co., 14 Wall St., New York City, at premium of \$2300. 9-15

N. C., Salisbury—Rowan County Comms., Max L. Barker, Clk., sold \$417,000 4¼% \$1000 denom. notes to Illinois Merchants Trust Co., 231 S. LaSalle St., Chicago, Ill., at par and premium of \$3000.

N. C., Scotland Neck—School—Halifax County Board of Graded School Trustees, R. A. Phillips, Sec., sold \$15,000 5% bonds to Prudden & Co., Toledo, Ohio, at premium of \$163.66, equal to 101.09. 9-22

N. C., Warrenton—School Funding—Warren County Comms., S. M. Gardner, Register of Deeds, sold \$55,000 5% \$1000 denom. bonds to A. T. Bell & Co., Toledo, Ohio, at \$55.905. 9-22

Okl., Crescent—Improvement—City, A. B. Powell, Clk., sold \$38,000 bonds to First

State Bank of Guthrie; \$24,000 5% sewer for premium of \$115, equal to 100.479; \$14,000 5¼% water works for premium of \$75, equal to 100.535. 9-15

S. C., Greenville—Highway—Greenville County Supvrs., W. N. Cruikshank, Supvg. Auditor, sold \$1,500,000, 4½ bonds to A. M. Law Co., Spartanburg St.; Harris, Forbes Co., National City Co., both New York, at 100.809 and interest. 9-29

Tex., Austin—School—Board of Education purchased \$130,900, 5 and 5½% bonds.

Tex., Brownsville—Drainage—Cameron County, Oscar C. Dancy, Judge, sold \$600,000, Water Improvement Dist. No. 5 bonds to Trinity Farm Construction Co., Waxahatchie. 8-18

Tex., Celina—Water Works Extension—City Council sold \$10,000 6%, \$500 denom. warrants to Buchanan Investment and Loan Co., Republic Bank Bldg., Dallas, at 96.50 and accrued interest.

Tex., Conroe—Road—Montgomery County, W. H. Lee, County Judge, sold \$130,000 5¼% Special Road bonds to Hanchett Bond Co., 39 S. LaSalle St., Chicago, Ill., at par, accrued interest and premium of \$9062. 10-6

Tex., Crockett—Road—Houston County sold \$25,000 5¼% Series "B" bonds to Thomas Investment Co., Dallas.

Tex., Dallas—School—Board of Trustees, Highland Park Independent School Dist., H. E. Gable, Supt. of Schools, sold \$200,000, 4¼%, \$1,000 denom. bonds to San Jacinto Trust Co., Houston, at par, accrued interest and premium of \$9,290.40. 10-13

Tex., Hearne—Street—City, W. A. Willgerston, Sec., sold \$80,000, 5% bonds to Caldwell & Co., Nashville, Tenn., at par, accrued interest and premium of \$328. 9-15

Tex., Newton—Road—Newton County, E. A. Lindsey, sold \$250,000 5¼% \$1000 denom. bonds to H. C. Burt, Houston, at 92. 10-6

Tex., Rio Hondo—Water Works—Town, J. P. Johnson, Mayor, sold \$15,000, 5½%, \$500 denom. bonds to Cameron County Sinking Fund, at par and accrued interest. 9-15

W. Va., Hollidays Cove—Street—City sold \$25,000 bonds to State of West Virginia at par.

## Building and Loan Associations

Va., Williamsburg—Williamsburg Building and Loan Assn., capital \$500,000, incorporated; C. H. Matthews, Pres.; G. T. Brooks, Sec.; R. W. Mahone.

## New Financial Corporations

Ala., Hartford—Hartford National Bank, capital \$50,000, chartered; G. H. Malone, Pres.; D. S. Folsom, Cashier; conversion of Bank of Hartford.

Fla., Daytona Beach—Finance & Acceptance Corp. of Daytona Beach, capital \$100,000, chartered; Harry Wilcox, Pres.; C. H. Talton, V.-P. and Treas.; Wm. L. Haones, Sec.

Ky., Louisville—Central Mortgage Co., capital \$75,000, chartered; Barnett Belker, 668 Cecil St.; Isaac Cohen, 111 W. Kentucky St.; Harry Parriss.

La., Alexandria—Hill-Powers Finance Corp., capital \$100,000, chartered; John T. Powers,

Jr., Pres.; Walter D. Hill, V.-P.; Naaman J. Woodland, Sec.

N. C., Charlotte—First National Bank, 22 S. Tryon St., capital \$100,000, incorporated; H. M. and J. H. McAden, 200 S. Cedar St.; R. C. Johnson, 403 E. First St.

Tenn., Knoxville—Commonwealth Trust Co., 301 Bankers Trust Bldg., capital \$100,000, chartered; W. M. Brownlee, F. L. Young, S. H. Keener, Jr., 1801 Cumberland Ave.

Tex., Falfurrias—American National Mortgage Co., capital \$100,000, incorporated; E. E. Thomas and William E. Dix.

Tex., Lindale—Farmers & Merchants State Bank, capital \$25,000, incorporated; Thomas J. Morris, Byron L. Author, Riley G. Marchman.

Tex., Seminole—First State Bank of Seminole, capital \$25,000, reorganized; S. R. Simpson, Pres.; W. A. Cox, V.-P.; B. B. Curry, Cashier; take over assets of First State Bank. 10-13

Va., Hopewell—Hopewell Bank & Trust Co., Broadway and Main St., capital \$150,000, organized; Robert E. Brooks, Pres.; plans purchasing Richmond Trust Co.'s Hopewell Branch.

City National Bank, O. W. Sherrill, Pres., Georgetown, Tex., purchased Weir State Bank, C. R. Mayfield, Pres., Weir, Tex.

New Amsterdam Casualty Co., 227 St. Paul St., Baltimore, Md., plans increasing capital, \$2,250,000 to \$2,700,000.

## DuPont Anniversary Magazine.

The anniversary number of the DuPont Magazine is a most attractive, entertaining and instructive publication of facts about the history, the development and the growth of E. I. duPont de Nemours & Co., Inc., of Wilmington, Del., during the last 125 years. It presents a broad view of the activities of the DuPont organization and points out the intimate relationship existing between products which seem to be wholly unrelated. It is abundantly illustrated, but the reading matter is quite as delightful as the pictures. The reader is taken back to the early days of the firm, when the production of black gunpowder was the sole activity of the works. E. I. duPont de Nemours, who founded the business in 1802, was president for 32 years. Alfred duPont was next president for 16 years and then came Henry duPont, who was president the longest of all—39 years—and saw beginnings of the change come about from old to new products. Since his presidency—from 1889 up to the present day—Eugene duPont, T. Coleman duPont, Pierre S. duPont, Irene duPont and Lamont duPont have successively headed the company, the latter now being president.

## AUSTIN K. HANKS, INC.

CHARLOTTE OFFICE GREENSBORO, N. C.  
228 BUILDERS EXCHANGE

Representing the following Products:

Etowah Brick Carolina Product	Maltex Insulating Board	Everlastone Indestructible Stucco
Scammell Fibre Back Metal Lath	Shelby (Spanish Type) Roofing Tile	Vitraglass

WILMER BLACK, C. P. A. ROBERT W. BLACK, C. P. A.

## BLACK & COMPANY

CERTIFIED PUBLIC ACCOUNTANTS

OFFICES:

Suite 905 GARRETT BUILDING - BALTIMORE, MD.  
Suite 403 FIRST NAT'L BANK BLDG. - HAGERSTOWN, MD.

## GALVANIZING HOT DIPPED PROCESS

The largest job galvanizing plant in the United States

GALVANIZED 5% \$1000 PRODUCTS FURNISHED

JOSEPH P. CATTIE & BROTHERS  
PHILADELPHIA, PA.

## ARE YOU OPEN FOR CONVICTION?

"Everybody who claims to be open for conviction should read the Blue Book of Southern Progress." J. C. Henderson, President, American Southern Orchard Planting Company, Horatio, Arkansas.



## Linde can help you to stop the "oxygen leaks"

**M**ORE than you realize. You sit down and study oxygen prices before you buy it. A few cents loom large in your eyes at that time. Then, when oxygen is shipped in to your storehouse, you probably forget all about it.

For one thing, you forget the oxygen valve in the top of the cylinder. It is the watchman of your oxygen supply. The Linde oxygen cylinder valve has a double seat. It prevents leaks whether it is open or closed. A glance at the diagram will show you why.

But more important still is the waste of oxygen in use. Linde service

develops the most efficient and economical use of oxygen by every customer. Linde service men can show you how to conserve oxygen by proper process control. Linde procedure controls are detailed instructions for carrying out welding and cutting operations. They describe economical welding methods. They are free to Linde customers.

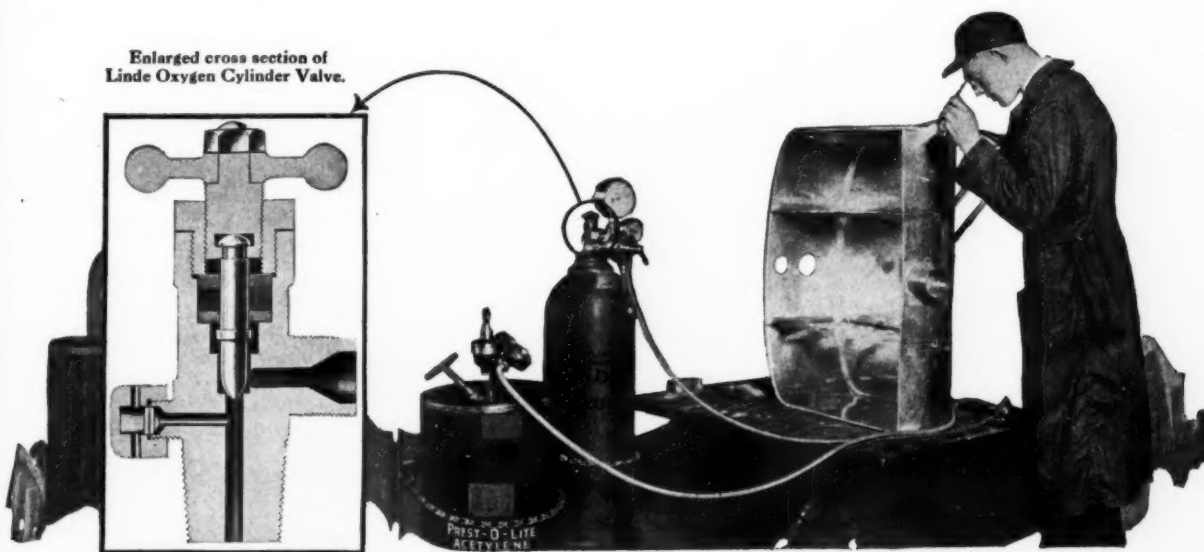
THE LINDE AIR PRODUCTS COMPANY  
*Unit of Union Carbide and Carbon Corporation*



General Offices: Carbide and Carbon Building  
30 East 42d Street, New York

37 PLANTS . . . . . 107 WAREHOUSES

Enlarged cross section of  
Linde Oxygen Cylinder Valve.



# LINDE OXYGEN

# Another Job Done Better by Hercules Power

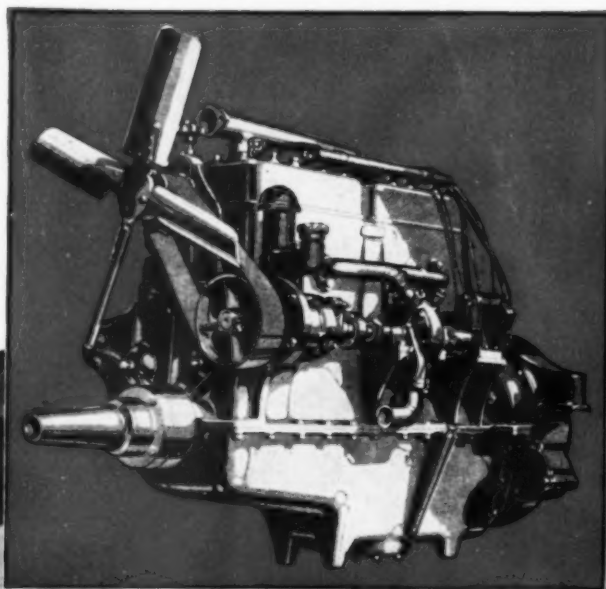
In the relentless severity of compressor service Hercules Power again sets up records for continuous, thrifty operation. Yet endurance is only one phase of Hercules economy. The reserve strength of Hercules Power results from utmost rigidity and simplicity—operating instructions take no more space than your hand covers.

This unconquerable energy is in the daily service of many great industries. Natural

gas or kerosene are being used as fuels in many cases. Always the enduring economy of Hercules Power is returning greatest service per horsepower, per weight, and per dollar invested.

Details of applying four or six cylinder engines or power units are as carefully worked out as the details of Hercules manufacturing. One more reason why Hercules Power is enduringly economical.

HERCULES MOTORS CORPORATION, CANTON, OHIO



Hercules Power "on the job" in a Chicago Pneumatic Tool Company Compressor. Hercules Engines, Models "O," "G," "TXA" and "TXO," are factory standard equipment in this company's complete line of portable compressors.





